

# AIR TRANSPORTATION

★ ★ ★

THE AIR MAGAZINE FOR THE BUSINESS EXECUTIVE

★ ★ ★

The collage features several airline waybills from different carriers, including:

- SABENA** (AIR WAYBILL/AIR CONSIGNMENT NOTE)
- PAN AMERICAN WORLD AIRWAYS SYSTEM** (CARGO SERVICE AIR WAYBILL)
- TWA** (AIR WAYBILL)
- TRANS WORLD AIRLINES, INC.** (AIR WAYBILL)
- NATIONAL AIRLINES, INC.** (AIR FREIGHT)
- Two Flying Tapes Line, Inc.** (AIR FREIGHT)
- Slick airways inc.** (AIR WAYBILL)
- GUJA AEREA** (AIR WAYBILL)
- PAN AMERICAN GRACE AIRWAYS, INC.** (AIR WAYBILL)
- PHILIPPINE AIR LINES** (AIR WAYBILL)
- BRITISH OVERSEAS AIRWAYS CORPORATION** (CONSIGNMENT NOTE/AIR WAYBILL)
- KLM ROYAL DUTCH AIRLINES** (AIR WAYBILL)
- NORTHWEST AIRLINES** (AIR WAYBILL)
- SCANDINAVIAN AIRLINES SYSTEM** (AIR WAYBILL)
- AIR FRANCE** (AIR WAYBILL)

A large, detailed illustration of a four-engine propeller airplane is shown flying diagonally across the lower half of the collage, appearing to fly over the waybills.

**Big Bonus: AIR SHIPPERS' MANUAL**

**FOREIGN TRADE ISSUE**

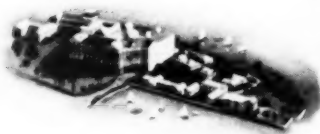


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### Air Freight Forwarders

**Air Express International Corp.:** Charles L. Gallo, president, recently was interviewed by Quentin Reynolds on the New York TV show, *Operations Success*. AEP's operations formed the subject of a film shown on the program. AEP's pioneer air freight forwarding work, as well as Gallo's long-time experience in commercial aviation, were highlighted.

**Peter A. Bernacki, Inc.:** Pete Bernacki, head of the company bearing his name, recently returned from a business survey trip throughout the Midwest. It is understood that he is readying himself for a similar journey covering a different region of the United States.

**Airborne Flower & Freight Traffic, Inc.:** Two-way radio communications between the company's district operations office in the new San Francisco International Air Cargo Terminal Building and Airborne trucks servicing the San Francisco, Oakland, and Peninsula areas have been established. Airborne, with its two subsidiaries—Airgo International Corporation and Green, Scott & Company, Inc.—operates a score of trucks in the Bay Area. J. D. McPherson, president, who made the announcement, said that he anticipated a greatly increased volume of business as a result of the streamlined handling of freight.

### Airports

**Donald V. Lowe**, vice chairman of the Port of New York Authority, has announced that the two runways and the taxiway at Teterboro Airport, Teterboro, New Jersey, will be lengthened. He also revealed at the same time that a new administration operations building will be built at the airport.

**Freight handling at Seattle-Tacoma International Airport** during the month of August dropped to 2,275,849 pounds—a loss of 220,285 pounds since the previous month. The August total, however, was 44,327 pounds higher than the same month a year ago. Since the beginning of the year, freight handling is nearly 5,000,000 pounds above the same period a year ago.

**Avianca has sold its 25 airports in Colombia to the Government of that country.** The sale included all installations and most of the communications system, but not the shops, warehouses, and internal facilities of the airline. The Loadair cargo dock, which Avianca developed with the Whiting Corporation, of Harvey, Illinois, also is excluded. Avianca will continue to administer and operate the airports until the Government organizes a separate corporation.

### Live Cargo

**BOAC recently came into London with another one of those periodic flying arks—this one from the Far East.** Included in the cargo of animals were a flying fox, a full-grown tiger, bear cubs, a snow leopard, several varieties of monkeys, storks, hyenas, squirrels, mongooses, cobras and birds. Most of the animals were destined to the United States.

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## Commercial Aircraft

Japan Air Lines' newest DC-6B, *City of Osaka*, recently made her maiden flight from San Francisco to Tokyo. According to Yoshito Kojima, vice president-American Division, the addition of this transport will make possible Japan Air Lines' Tokyo-Sao Paulo flights.

United Air Lines has signed a contract with the Douglas Aircraft Company for the purchase of 17 passenger planes and airfreighters. The order includes two DC-7s, 10 DC-6Bs, and five DC-6A cargo-planes. The value of the order is approximately \$22,300,000.

Nat Paschall, vice president-commercial sales for Douglas, last month announced the first overseas purchase of the DC-7 series. South African Airways has ordered three DC-7Bs for operation between Johannesburg and European cities.

LACSA Airlines is expecting delivery of two new Convair 340s. The Convairs will be used exclusively on flights between Miami and Costa Rico and Panama.

Avianca has ordered a fourth *Super Constellation* from the Lockheed Aircraft Corporation. Delivery will be made next year.

## Military Aircraft

Four Fairchild C-119s attached to the 483rd Troop Carrier Wing, 315th Air Division, based at Ashiya, Japan, recently flew the longest mission ever undertaken by *Flying Boxcars* of the Far East Air Force. They flew an 8,500-mile round trip to deliver combat rations and supplies to an Army medical team in Pakistan where they were on a mercy mission following the disastrous floods in Southeast Asia. The team received the equivalent of more than eight truckloads of emergency supplies, including cholera vaccine.

Thirteen C-119s based in France and Germany, picked up more than 50 tons of food, blankets, clothing, and medical supplies at Geneva. These were hauled to the flood victims in Eastern India as well as in Pakistan. One of the airfreighters flew more than 10,500 miles to do the job.

An experimental turbojet power augmentation installation on a C-82 *Packet* is being flight-tested to determine the value of jet assistance in increasing take-off loads and rate of climb.

Lockheed Aircraft Service, Inc., has signed a new contract with the Air Materiel Command for heavy maintenance on 160 C-54s. Work on the transport and cargo aircraft will take about a year.

## Air Charters

London reports that the Europe-Middle East air charter market remains firm with a good outlook for continued activity. There has been a noticeable increase in the number of freight loads brought back to the United Kingdom on aircraft which had gone out with passengers. Heavy traffic of emigrants, from the Continent to Australasia, is anticipated. Return flights probably will bring the usual ships' crews, transferred from one vessel to another—a roaring air trade in that part of the world.



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### OBJECTIVES

The objectives of the Transportation Section are the promotion, advancement, protection and service of the interests of its members in all phases of the transportation industry and activity, in the following four committees. Automotive, Aviation, Marine and Railroad.

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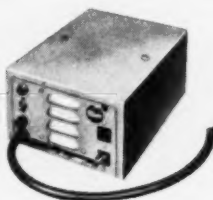
## NEW EQUIPMENT FOR THE *Shipper & Carrier*

**Allen Hollander Company:** First of the Claim Reducer labels produced by this firm to help shippers cut losses in freight handling are now on the market. The labels, all the dual-view, adhere to two sides of a container and are printed in a striking black on yellow. The messages on the labels are aimed at the principal freight-handling losses. Applied at the edge of the container, the Claim-Reducer labels strongly remind the handler to avoid actions liable to damage the contents of the package.

**Baker-Raulang Company:** A completely redesigned model of the Traveloader, a unique side-loading fork truck, has been announced by the company. Originally designed to handle long loads like a straddle truck, stack like a fork truck and deliver like a highway truck, the new Traveloader has improved load distribution, better stability, and higher tractive effort. Two main features of the new unit, called the T-10-A, include a torque converter drive and springing of all four wheels. The former will make operation more simple for the operator and will eliminate possible maintenance problems in the gear train. Four wheel springing will make for better "roadability" when the Traveloader is used for delivery over highways and streets. Although the machine has been made wider, turning radius is actually less, providing better aisle spacing, narrower header aisle, and a larger square foot storage volume.

**Femco, Inc.:** The Femco Carrierphone, a new communication system designed for use in the materials handling field, has been introduced by Femco. Carrierphones

provide two-way communication between operators of mobile vehicles such as light



haulage trucks, fork-lifts, tow-motors or other similar equipment, and a central dispatcher. The new system provides telephone-clear speech at normal voice levels. Advantages to users include savings of time, better morale, increased efficiency, promotion of safety, and a general reduction in costs realized through improved coordination and speedier operation.

Any number of mobile stations may be installed and integrated in a single system. Each mobile station consists of a transceiver unit with an integral speaker and a press-to-talk, release-to-listen, hand microphone. Two-way FM carrier current, rather than radio, is the method employed, with a fixed antenna wire strung from a fixed-point dispatcher station over the area in which the mobile stations operate. A rigid loop antenna is installed in a convenient position on each vehicle to be Carrierphone equipped. Communication is accomplished by induction from each vehicle's loop antenna to the fixed overhead antenna.

Extremely compact, the mobile transceiver unit measures only 13" x 9" x 6 1/2". Power is drawn from the battery of the vehicle. The power supply chassis and the transceiver chassis plug in to the base of the housing. Different power supplies are available for various battery voltages including 6, 12, 24 or 32 volt DC. Stationary Carrierphone units may be operated on 117 volt AC. Any transceiver works

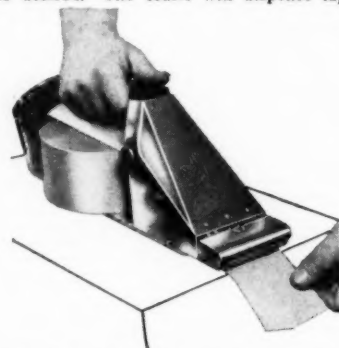
with any power supply. Premium tubes are used and all components are shock-mounted on the chassis which is ruggedly built for heavy-duty use. If required to overcome high level of noise, heavy-duty loud speakers can be substituted for the standard integral speakers.

No Federal Communication Commission licenses are required to operate Femco Carrierphones and all maintenance can be performed by non-licensed repairmen. As radiation is limited to approximately 100 feet from the antenna, there is no interference with nearby plants having similar systems or within a plant where other separate systems are being used. Different frequencies can be employed to separate parallel systems within a plant, if desired.

**E. Joseph Cossman & Co.:** This firm has produced a single rubber stamp which provides a dozen different imprints: Printed Matter, Hand Stamp Only, Special Handling, Do Not Bend, Please Remit, Special Delivery, First Class Mail, Air Parcel Post, Registered, etc. A single twist of the dial will give a new stamp. It sells for only \$1.98.

**Pack-Rite Machines:** The Roll-on Sealer rolls on gummed tape in one continuous operation, making enclosures on a wide variety of packages—cartons, boxes, rolls, bundles, etc. An added advantage of this sealer is that it can now be used for reinforced tape (nylon, rayon—sisal, etc.) as well as for the more commonly used kraft tape. For kraft tape, when the desired length of seal is reached, the sealer is given a slight twisting movement and a serrated blade makes the cut without waste of tape. For reinforced tape, the serrated blade is replaced by a sharp, razor steel blade. Change from one blade to the other is done in a few seconds by removing two screws.

In operation, the Roll-on moistens, applies, measures, and cuts off tape as the sealer is pulled over the area where a seal is desired. The sealer will dispense tape



to any length, either horizontal or vertical, over flat joints or at edges and in just the right length—without waste. Stainless steel construction not only makes the sealer resistant to rust, but adds to its sturdiness in meeting the severe usage of the shipping room. Any width of tape up to three inches may be used. Adjustment from one width to another is instantly done by turning a knurled knob which keeps the tape central with the moistening and pressure rolls. The sealer will hold a full 600-foot roll. When sealing, the tape feeds direct from the roll and is moistened as it passes over the sponge roll. As the tape leaves the sealer, a soft rubber roll applies pressure to make a firm seal. Pressure from this roll removes air bubbles and eliminates finger rubbing. Water is automatically fed to the sponge roll from

(Concluded on Page 94)

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# AIR TRANSPORTATION

The World's First and Only Air Cargo  
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October, 1942



Member of Business Publications Audit  
of Circulation, Inc.

**AIR TRANSPORTATION**, published once each month, thoroughly covers the entire air cargo industry for the benefit of all those engaged in shipping and handling domestic and international air freight, air express, and air parcel post, as well as using the domestic and international air mail services. Included in **AIR TRANSPORTATION'S** wide coverage are: air shipping, cargo plane development, rates, packaging, materials handling, documentation, air cargo terminal development, insurance, routing, interline procedures, new equipment, commercial airlines, military air transport service, air freight forwarders, and business flight.

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WHEN SHIPPING  
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AIR CARGO

VOL. 25

NOVEMBER, 1954

No. 5

## Delta-C&S Adopts New Freight Payment Plan

ATLANTA—A new wrinkle in paying air freight bills has been introduced by Delta-C&S Air Lines. Announced by John R. Pogue, Delta's cargo boss, the plan was developed in conjunction with The Citizens & Southern National Bank and permits air shippers to pay their bills with a validating stamp instead of a check.

Although new in the airline business, the plan has been in use among motor carriers and Atlanta business concerns since last June. Upon delivery or receipt of a shipment, the customer validates his airway bill with a special stamp. The validated bills are deposited like checks by the carrier and are charged to the shipper's freight account.

## TAG, IMATA Merge

WASHINGTON, D. C.—Transport Air Group, Inc., and the Independent Military Air Transport Association will merge as a result of a vote by the boards of both organizations.

L. R. (Mike) Hackney, executive vice president of TAG, has resigned to reenter industry. He was formerly associated with Lockheed Aircraft and is widely recognized for his excellent air cargo and airlift studies. Hackney had been a strong proponent of the TAG-IMATA merger, on the basis that the reasons which originally prompted the formation of TAG no longer exist. TAG's present members also are members of IMATA.

## Termination of Slick-Tiger Merger is Considered by CAB

WASHINGTON, D. C.—The "unmerging" of the proposed merger of Slick Airways and the Flying Tiger Line, transcontinental air freight carriers, rumored for some time before the formal announcement several weeks ago, is up before the Civil Aeronautics Board. The joint petition of the airlines to terminate their sought-for uniting came less than a year after the Board approved a merger agreement between Slick and Flying Tiger subject to certain labor protective conditions.

## Nonstop US-Japan Flights Are Planned by Pan Am

SAN FRANCISCO—According to Colonel Clarence M. Young, executive vice president of Pan American World Airways' Pacific-Alaska Division, the new DC-7C transports now on order for 1956 delivery will make possible "two-way nonstop flights across the Pacific that would bring Japan within 12½ hours of the United States."

Calling the nonstop flights "a distinct probability for the near future, Colonel Young said that Pan Am would use the short Great Circle course. He stated that company plans awaited "only delivery of the airplanes and action by the Civil Aeronautics Board and the President pending application for removal of the obsolete provision in our certificate requiring PAA to stop at a midpacific island on its way to the Orient."

The merger, the two cargo lines said, is impossible. Termination compensation to pilots and other employees affected by the merger, provided for in the Tiger-Slick deal, is beyond their financial scope. Reports place the possible liability figure as high as \$6,000,000. Instead the carriers have come up with a new wrinkle. Slick would do all the freight-flying, while Tiger would lease the cargo planes in which to perform the job. If okayed by the Board, this would mean that Slick would sell its DC-6A airfreighters to Tiger, then lease them back. It is pointed out in some quarters that this new plan followed logically, inasmuch as integration of the two companies' facilities was far advanced when the labor problem popped up.

The Board has asked the two cargo lines for "supporting evidence and oral argument" on the following questions:

► "Is it in the public interest to approve the agreements between Slick and Tiger relating to termination of merger operations without a hearing under Section 412 of the Act, and to grant the parties an exemption of said agreements from the requirements of Section 408 of the Act?"

► "If the answer to the foregoing is in the affirmative, should the Board attach any conditions to the grant of such approval and/or exemption?"

If the new arrangement is given the nod by the Board, it is expected that the current Tiger-Slick labor problem will disappear. Separated employees will have no financial protection. According to reports, the equipment leasing field appears bright to the Tiger executives. The Flying Tiger Line first began leasing out aircraft more than a year ago, with Northwest Airlines as its initial customer.

## AT BIA RECEPTION



Executives of Brazilian International Airlines and Eastern Air Lines shown at BIA's recent reception in New York. Left to right: Whitney Bowles, BIA Northern regional manager; Harry A. Kruger, Miami, BIA general manager; Charles A. Glover, EAL interline sales manager; Jorge Carnicero, Washington, D. C., BIA executive vice president for the United States; and M. M. Frost, EAL vice president-sales.

## TAL Hauls Onion Seeds to Korea

DETROIT—Three plane-loads of onion seeds recently were airlifted from this city to Pusan and Seoul, South Korea, by Transocean Air Lines airfreighters. The seeds formed part of the effort to restore the nation's hard-hit agricultural economy. Shipper was Triangle Traders, New York.



*For the wide-awake businessman  
air cargo brings*

# NEW AVENUES OF PROFIT

*By Alvin E. Levenson  
Cargo Manager  
KLM Royal Dutch Airlines*

**I** HAVE been asked to present a cost comparison between ocean transportation charges as opposed to air freight charges. At regular intervals AIR TRANSPORTATION presents this type of study, and they are always interesting—yet I believe these comparisons have a tendency to lead us in the wrong direction.

It is true that a vast number of commodities being transported by air will show a favorable differential when graphically compared to ocean charges; however, in this writer's opinion, the cargo salesman is doing an injustice to the prospective international air shipper if he does not clearly point out the profit-making factors that make air cargo such a vital element on the profit side of the books.

From the end of the war until 1951, the total amount of cargo transported increased approximately 25% to 30% over each preceding year. But since 1951, though the total business has increased, it has done so in much smaller increments.

This decline in the rate of growth is undoubtedly traceable to a number of reasons which, when combined, have caused doubt among some airline managements as to the future of cargo, and in many cases has dampened the ardor of many a strong air cargo supporter. All of this is to be expected, however, in a growing business, since progress cannot forever be made on feeling alone, unless conditions for growth are ideal. In this business they are not.

Europe has started to produce many of the items which were in short supply after the war, and much of the soft goods traffic which formerly was transported in such large quantity has either been discontinued altogether or has reverted to ocean transport. American exporters are also finding it difficult to hold their own in several different market areas of the world due to the re-



Alvin E. Levenson

surge of German production, Switzerland's manufacturers, Italy's, etc.

These nations are producing excellent merchandise. They are selling their goods and they are extending liberal credit facilities in different parts of the world, which are giving them customers, not for just now, but for the foreseeable future as well.

## Emphasis on Costs

In the United States, we have been witness to a great emphasis on costs. Everywhere we hear the same story. We are told that for this item, or for that one, the overseas customer can buy it more cheaply from Italy, or England or Germany and, therefore, the goods must be sent by ocean in order to save money. Saving money is important to most business transactions, but making a profit is far more important. People who are more interested in saving transportation pennies are not interested in selling abroad, or do not understand that by using air they can make a profit.

Air transportation offers many tangible items to its user. Primarily through the series of services of the air transport company, speed being among the most important, delivery to distant European markets can be made overnight, making Europe practically a domestic

market. The Near East and Middle East are serviceable within two days; the Far East three to four days. . . .

Think of not only service to the customer—think of the re-order possibilities. Instead of four orders per year to the Far-East, your customer who receives your goods by air can now order far more frequently because of speed and dependability. Perhaps instead of four orders, 16 are now possible.

He need not keep large costly inventories, but can depend upon air transportation for receiving his order promptly.

He need not worry about style factors changing which is always a threat of a large inventory, and the air freight-conscious exporter can supply his customer faster than his European competitor.

The American exporter can not only supply his customer faster, which is in his interest, but he can do so with the knowledge that his merchandise is less subject to pilferage which is a thought that always haunts the exporter shipping by ocean.

When using air, there is a minimum of handling. This not only assures safe arrival, free from pilferage, but because of few handlings and careful stowage, lighter packing may be used. Thus savings are experienced through lower insurance rates and a savings in packing costs.

Again, one of the biggest factors of air transportation is that it provides practically a door-to-door service, not port-to-port. Air charges are from city of origin to destination, not from one port to another with all of the additional delays, handlings, inland charges and other costs of ocean transportation.

When the American exporter is desirous of getting his money as quickly

*(Concluded on Page 86)*

# PANAGRA HELPS BUILD A HIGHWAY



A section of the highway showing the rugged terrain through which it was cut.



General view of the construction camp at Comarapa, Bolivia.



Cochabamba-bound freight being loaded into a Panagra DC-4.

**B**UILDING A ROAD is one thing. Supply is another. And when the course of the road twists and turns through canyons and valleys in virtually inaccessible areas, the problem of supply and uninterrupted construction becomes real indeed.

Panagra has provided still another demonstration of the utility of air cargo by helping to overcome just such a problem which involved the building of the \$40,000,000 312-mile all-weather Cochabamba-Santa Cruz Highway in Bolivia. It accomplished the task of logistics by airlifting some 70 tons of equipment and hundreds of personnel during the 3½-year building project of the Macco Panpacific Company (now Thompson-Cornwall, Inc.).

A soup-to-nuts hauling job, Panagra flew into the camp at land-locked Cochabamba everything from tooth-paste to 16-foot steel crushing plant screens. One particular cargo included 1½ tons of cigarettes. Live cargo moved, too—baby chicks (6,000 of the little peepers at one time) and dogs. And on return trips, departing workers took along such acquired pets as parakeets, monkeys, ocelots, toucans, and even mountain lions and snakes.

Most of the 867 units of heavy and light equipment used by Macco Panpacific's highly mechanized operation were airshipped. Construction time, as a result, was reduced immeasurably. That's where the economy of air cargo showed up in bright lights.



ONE OF AIRWORK'S *Hermes* transports over the white cliffs of the British Sussex coast.

*A few months from now, the British will inaugurate their all-cargo service across the Atlantic. Here, from Britain, is the story of the company which will operate that service . . .*

# AIRWORK of LONDON

**S**OON TO MAKE their presence better known on the American side of the Atlantic, when they start their scheduled cargo service between London

and Montreal/New York, Airwork of London have already reached the position of being the biggest of the British independent airlines. They operate a

world-wide fleet of four-engined and twin-engined aircraft, and the green and yellow colors of Airwork are already a familiar sight on the runways of most of the Western Hemisphere airports.



KHARTOUM-BOUND shipment of batteries transferred from truck to plane.

## Freight Old Stuff

Freight handling is no new venture for this company. For example, a subsidiary company (Straits Air Express Limited) operates Bristol *Freighter* aircraft between the North and South Islands of New Zealand, handling well over 100 tons of freight every day on this route. And since transit of race-horses provides a lot of traffic between these islands, the Airwork engineers recently developed a special horse-box for this type of work which has slashed the loading and unloading delays to such an extent that turnaround time of airplanes has been almost halved.

But the story of Airwork goes back to 1928 when Airwork first transformed the market gardens around Hounslow (on the outskirts of London) into Heston Airport, and this rapidly became

*(Continued on Page 88)*

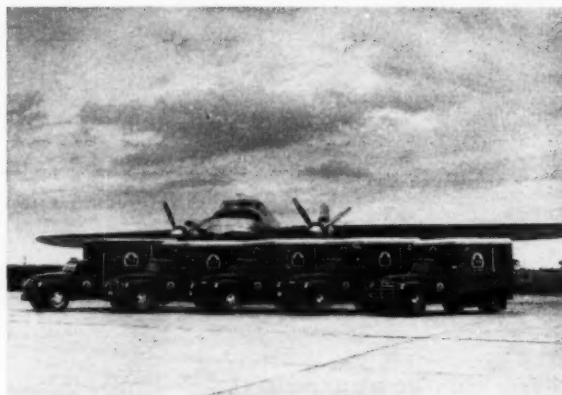
*At Trans-Canada's Air Lines' freight operation in Toronto, the keyword is . . .*

# Stepped-Up Handling

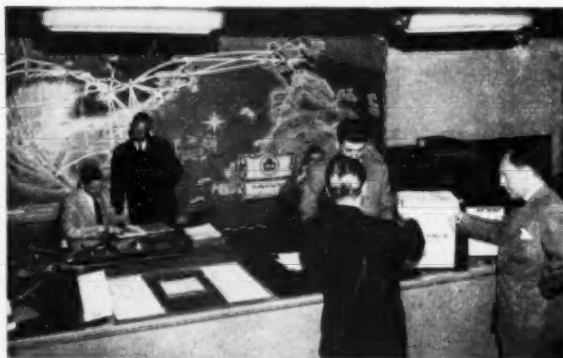
**U**P TORONTO-WAY they see big things for air freight. The steady growth of air shipping has prompted Trans-Canada Air Lines to set up its Toronto freight operation as a separate entity. The city cargo sales manager, Pat Patterson, is the only freight man in the system working out of his own office. At his elbows are three cargo sales representatives and a clerical staff.

An operation like that naturally bespeaks activity. And activity it is, what with an all-freight hangar at Malton and the inauguration of a new pickup and delivery service. The fully equipped hangar is the only one of its kind employed anywhere by TCA. Don Wilkes, chief cargo agent, supervises freight movement in and out of the hangar as well as the attendant heavy paper work. A total of 34 cargo employees work in the hangar around the clock.

Recently TCA signed a contract with Air Terminal Transport to operate five big trucks. The immediate result was a doubling of the pickups and deliveries which currently are on a two-a-day basis. Toronto shippers pay 35¢ per hundred-weight for either pickup or delivery, with a minimum charge of 75¢. Daily average is 80 pickups and 150 deliveries.



The doubled pickup and delivery service in the Toronto area is handled by this fleet of five trucks.



Pat Patterson, TCA's city cargo sales manager (right), checking on the operations of his office which operates as an independent unit.



Don Wilkes, chief cargo agent (center), emphasizing a point in the freight hangar. Shipments are stacked according to destination.



General view of TCA's freight hangar, the first in its system. Some half-million pounds of shipments move through it every month.



Mechanical materials handling equipment speeds the loading of tons of cargo into one of TCA's Bristol Freighters.



LOADING air shipments at  
VARIG's new cargo terminal at  
Porto Alegre.



*The story of Brazil in the Air Age parallels the story of VARIG, that country's oldest airline and biggest air cargo carrier. Now, after more than a quarter-century of steadily expanding operations, VARIG will open a direct passenger-cargo route to New York. This is the story of . . .*

## How VARIG Got That Way



INTERIOR of one of VARIG's C-46 airfreighters, showing a truck as well as crated and cartoned merchandise. Cargo is an old story to the airline.

**T**HE importance of the role played by air transportation in the economic development of Brazil can hardly be over-emphasized. The vastness of the country and the wide separation of its centers of civilization combined with the slow development of surface transportation has provided a continuing impetus to increased use of airplanes for the movement of passengers and cargo from one part of the country to another.

Plagued by an abundance of natural obstacles to surface transportation, such as mountains, heavy forests, and wide, turbulent rivers, and lacking the large amounts of capital required for the construction of railroads and highway systems, Brazilians early saw in the airplane a means of solving the communications problems of their country and an important instrument to its economic development.

Beginning in May, 1927, with the founding of VARIG Airlines, Brazil's first airline and the second oldest air carrier in the Western Hemisphere, air transportation in Brazil has grown rapidly over the years and has achieved a position of importance in the Brazilian economy far exceeding that of countries where surface transportation was more easily established.

(Continued on Page 89)

Bulky and heavy—it weighs two tons—this printing press was flown by SAS from Copenhagen to U. S.



# SAS AND CARGO

By John F. Budd, Jr.

EVERY five minutes a Scandinavian Airlines System plane is either landing or taking off from an airport in any one of 69 cities located in 37 countries on five different continents. Soon SAS' transports will be crossing the top of the world, linking Copenhagen and Los Angeles.

Inside the all-metal ship emblazoned with the red, blue and white dragon is as strange a mixture of passengers and air freight as one would expect to find carried by an airline that links every important city on the continent with the major cities on North America. Last year this hybrid of the air-

ways, which shortly after the war submerged nationalistic instincts to unite Danish, Norwegian and Swedish interests, flew some 670,000 passengers and 20,723,240 pounds of cargo more than 19,581,361 air miles. SAS ranks high among the world's airlines with routes totaling some 75,600 miles (which will be increased to 81,300 miles when the transpolar route is inaugurated).

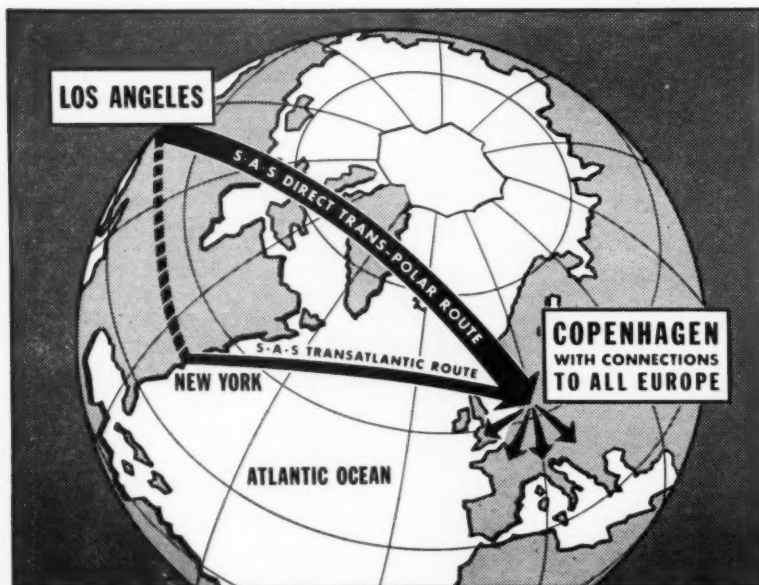
The story of the amalgamation of these three fully self-conscious nations, each of which had its own full-fledged international airline integrated in a single airline system is well-known to aviation people. Its impact on international passenger service has been felt and appraised by all of its competitors.

Little known, however, is the unique conception of international air freight operations that has evolved from this unusual partnership, or consortium.

Today, whether a SAS plane is hauling a cargo of needles and pens from Frankfurt to Tokyo; a planeload of pharmaceuticals and food from Copenhagen to Teheran; gold and watches to Rio de Janeiro; furs from Helsinki to New York, or peacocks and rams from Turkey or calves from Copenhagen to Kenya, there is little chance that there is enough wasted cargo space left to squeeze in a matchbox!

The same Scandinavian thoroughness,

(Continued on Page 86)



Transpolar route of SAS which will link Copenhagen and Los Angeles.




# AIR SHIPPERS' MANUAL

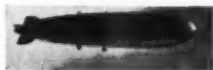
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## EIGHTH EDITION (FALL-WINTER, 1954)



20 YEARS FROM ZEP TO JET

### *A special message to shippers*



This month, Air Express International begins a year-long celebration of its 20-year history as the pioneer in air cargo forwarding and expediting.

Our company grossed \$35,000 the first year. As we enter our 20th anniversary, we expect to gross more than \$5,500,000.

In a financial nutshell, that great increase indicates the tremendous change that has taken place in international air cargo transportation.

When we pioneered in this field, we shipped airfreight via the Graf Zeppelin, providing the then incredible speed of two days across the Atlantic. Today, Air Express International sends freight to and from all continents in a matter of hours. Tomorrow we will dispatch via jet plane in a matter of even fewer hours. After that? If aircraft will fly internationally in minutes or even seconds . . . Air Express International will be loading cargo aboard.

Let's take a quick look at the past year as an indication of the progress we see ahead. In that time, AEI has emerged as by far the world's largest air cargo forwarder and expeditor. We have reduced rates for the shipper as our total tonnage soared; we have expanded two-way service across the Atlantic to include virtually all major coun-

tries; we have stimulated air traffic between the U.S.A., Latin America, and Asia through low-rate consolidation; we have instituted 50 lb.-and-over specific commodity rates with savings of as much as 31.5% to the shipper; we have brought our service to the platform of inland shippers by arrangement with Capital Airlines; we have projected plans for further expansion along these lines; we have nourished our faith in international air cargo by securing the confidence and business of a large segment of international shippers . . . and we have performed, we believe, in accordance with our promises and our blueprints.

In 1955 . . . our 20th year . . . we plan to inaugurate a sweeping world-wide program to help establish a continuous airlift between all countries on a practical daily basis.

We will welcome the cooperation of all direct carriers and all shippers who are interested in speeding the day of universal use of the air for economical freight shipment.

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FALL-WINTER, 1954

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# AIRLINE CARGO DIRECTORY

**A—Agent**  
**AFS—Air Freight Supervisor**  
**ASNM—Agent & Station Manager**  
**CCSM—City Cargo Sales Manager**  
**CFA—City Freight Agent**  
**CPA—City Passenger Agent**  
**CM—Cargo Manager**  
**CS—Cargo Supervisor**  
**CSM—City Sales Manager**  
**CSR—Cargo Sales Representative**  
**CRCSM—Central Region Cargo Sales Manager**  
**CSS—City Sales Supervisor**  
**CTA—City Ticket Agent**  
**CTM—City Traffic Manager**  
**CTSM—City Traffic-Sales Manager**  
**CTSR—City Traffic-Sales Representative**

**DCR—District Cargo Representative**  
**DCSM—District Cargo Sales Manager**  
**DFA—District Freight Agent**  
**DM—District Manager**  
**DS—Director of Sales**  
**DSM—District Sales Manager**  
**DSR—District Sales Representative**  
**DTM—District Traffic Manager**  
**DTSM—District Traffic-Sales Manager**  
**ED—European Director**  
**EDSM—Eastern District Sales Manager**  
**ERCSM—Eastern Region Cargo Sales Manager**  
**ETM—Eastern Traffic Manager**  
**FA—Freight Agent**  
**GA—General Agent**  
**GTM—General Traffic Manager**  
**LM—Liaison Manager**

**M—Manager**  
**OM—Operations Manager**  
**R—Representative**  
**RCSM—Regional Cargo Sales Manager**  
**RSCS—Regional Supervisor of Cargo Sales**  
**RTS—Representative of Traffic-Sales**  
**SM—Sales Manager**  
**SNM—Station Manager**  
**SR—Sales Representative**  
**SS—Sales Supervisor**  
**SSM—Sales Service Manager**  
**SSR—Special Sales Representative**  
**TA—Ticket Agent**  
**TM—Traffic Manager**  
**TR—Traffic Representative**  
**TSM—Traffic-Sales Manager**  
**WCR—West Coast Representative**  
**WRCSM—Western Region Cargo Sales Manager**

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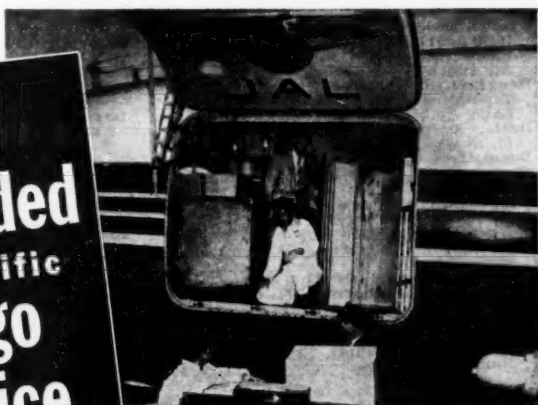
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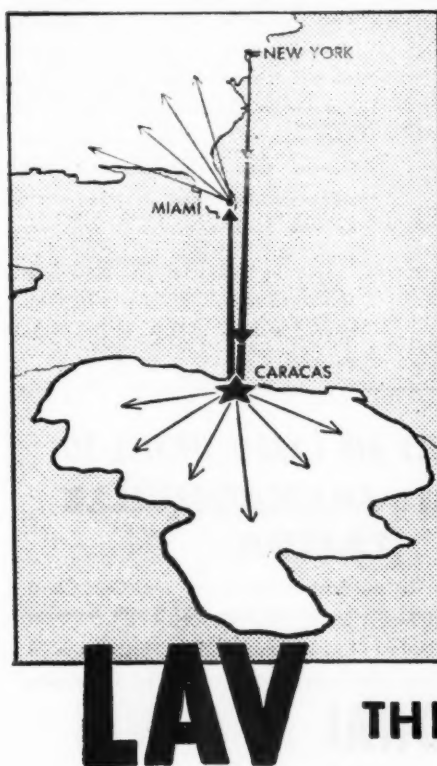
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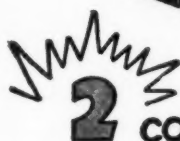
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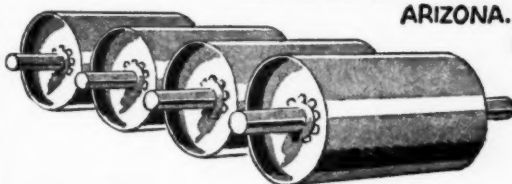


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**Canton, O.**—Akron-Canton Airport; 9-2558.  
**Cedar Rapids, Ia.**—Municipal Airport; 4-2481.  
**Cheyenne, Wyo.**—Municipal Airport; 7-7722.  
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**Easton, Pa.**—Airport Terminal; 3-2731.  
**Elko, Nev.**—Municipal Airport; 651.  
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**Las Vegas, Nev.**—McCarran Field; 505.  
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**Los Angeles, Calif.**—Sixth & Olive Sts.; Madison 6-6311; J. P. Steinbrenner, DCR.  
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**Ogden, Utah**—Municipal Airport; 3-8441.  
**Omaha, Neb.**—1706 Douglas St.; Webster 6700; DSM.  
**Pendleton, Ore.**—Municipal Airport; 1369.  
**Philadelphia, Pa.**—1620 Walnut St.; KI 6-1700; E. R. Carnahan, DCR.  
**Portland, Ore.**—625 S. W. Morrison St.; Webster 7741; DSM.  
**Providence, R. I.**—Lobby, Sheraton-Biltmore Hotel; Union 6800; CSM.  
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**Sacramento 9, Calif.**—Hotel Senator; 6-4756; DSM.  
**Salem, Ore.**—McNary Field; 2-2455.  
**Salinas, Calif.**—Municipal Airport; 7636.  
**Salt Lake City, Utah**—Hotel Utah; 3-6716; DSM.  
**San Diego, Calif.**—U. S. Grant Hotel; Woodcrest 3121; DSM.

(Concluded on Page 33)

## DOMESTIC AIR PARCEL POST RATES

Zone	First pound over 8 ounces			Additional pounds		
				Cents		Cents
1, 2, and 3				60		48
4				65		50
5				70		56
6				75		64
7				80		72
8				80		80
Weight	Zones 1, 2 & 3	Zone 4	Zone 5	Zone 6	Zone 7	Zone 8
Over 8 ounces to—						
1 pound	\$0.60	\$0.65	\$0.70	\$0.75	\$0.75	\$0.80
2 pounds	1.08	1.15	1.26	1.39	1.47	1.60
3 pounds	1.56	1.65	1.82	2.03	2.19	2.40
4 pounds	2.04	2.15	2.38	2.67	2.91	3.20
5 pounds	2.52	2.65	2.94	3.31	3.63	4.00
6 pounds	3.00	3.15	3.50	3.95	4.35	4.80
7 pounds	3.48	3.65	4.06	4.59	5.07	5.60
8 pounds	3.96	4.15	4.62	5.23	5.79	6.40
9 pounds	4.44	4.65	5.18	5.87	6.51	7.20
10 pounds	4.92	5.15	5.74	6.51	7.23	8.00
11 pounds	5.40	5.65	6.30	7.15	7.95	8.80
12 pounds	5.88	6.15	6.86	7.79	8.67	9.60
13 pounds	6.36	6.65	7.42	8.43	9.39	10.40
14 pounds	6.84	7.15	7.98	9.07	10.11	11.20
15 pounds	7.32	7.65	8.54	9.71	10.83	12.00
16 pounds	7.80	8.15	9.10	10.35	11.55	12.80
17 pounds	8.28	8.65	9.66	10.99	12.27	13.60
18 pounds	8.76	9.15	10.22	11.63	12.99	14.40
19 pounds	9.24	9.65	10.78	12.27	13.71	15.20
20 pounds	9.72	10.15	11.34	12.91	14.43	16.00
21 pounds	10.20	10.65	11.90	13.55	15.15	16.80
22 pounds	10.68	11.15	12.46	14.19	15.87	17.60
23 pounds	11.16	11.65	13.02	14.83	16.59	18.40
24 pounds	11.64	12.15	13.58	15.47	17.31	19.20
25 pounds	12.12	12.65	14.14	16.11	18.03	20.00
26 pounds	12.60	13.15	14.70	16.75	18.75	20.80
27 pounds	13.08	13.65	15.26	17.39	19.47	21.60
28 pounds	13.56	14.15	15.82	18.03	20.19	22.40
29 pounds	14.04	14.65	16.38	18.67	20.91	23.20
30 pounds	14.52	15.15	16.94	19.31	21.63	24.00
31 pounds	15.00	15.65	17.50	19.95	22.35	24.80
32 pounds	15.48	16.15	18.06	20.59	23.07	25.60
33 pounds	15.96	16.65	18.62	21.23	23.79	26.40
34 pounds	16.44	17.15	19.18	21.87	24.51	27.20
35 pounds	16.92	17.65	19.74	22.51	25.23	28.00
36 pounds	17.40	18.15	20.30	23.15	25.95	28.80
37 pounds	17.88	18.65	20.86	23.79	26.67	29.60
38 pounds	18.36	19.15	21.42	24.43	27.39	30.40
39 pounds	18.84	19.65	21.98	25.07	28.11	31.20
40 pounds	19.32	20.15	22.54	25.71	28.83	32.00
41 pounds	19.80	20.65	23.10	26.35	29.55	32.80
42 pounds	20.28	21.15	23.66	26.99	30.27	33.60
43 pounds	20.76	21.65	24.22	27.63	30.99	34.40
44 pounds	21.24	22.15	24.78	28.27	31.71	35.20
45 pounds	21.72	22.65	25.34	28.91	32.43	36.00
46 pounds	22.20	23.15	25.90	29.55	33.15	36.80
47 pounds	22.68	23.65	26.46	30.19	33.87	37.60
48 pounds	23.16	24.15	27.02	30.83	34.59	38.40
49 pounds	23.64	24.65	27.58	31.47	35.31	39.20
50 pounds	24.12	25.15	28.14	32.11	36.03	40.00
51 pounds	24.60	25.65	28.70	32.75	36.75	40.80
52 pounds	25.08	26.15	29.26	33.39	37.47	41.60
53 pounds	25.56	26.65	29.82	34.03	38.19	42.40
54 pounds	26.04	27.15	30.38	34.67	38.91	43.20
55 pounds	26.52	27.65	30.94	35.31	39.63	44.00
56 pounds	27.00	28.15	31.50	35.95	40.35	44.80
57 pounds	27.48	28.65	32.06	36.59	41.07	45.60
58 pounds	27.96	29.15	32.62	37.23	41.79	46.40
59 pounds	28.44	29.65	33.18	37.87	42.51	47.20
60 pounds	28.92	30.15	33.74	38.51	43.23	48.00
61 pounds	29.40	30.65	34.30	39.15	43.95	48.80
62 pounds	29.88	31.15	34.86	39.79	44.67	49.60
63 pounds	30.36	31.65	35.42	40.43	45.39	50.40
64 pounds	30.84	32.15	35.98	41.07	46.11	51.20
65 pounds	31.32	32.65	36.54	41.71	46.83	52.00
66 pounds	31.80	33.15	37.10	42.35	47.55	52.80
67 pounds	32.28	33.65	37.66	42.99	48.27	53.60
68 pounds	32.76	34.15	38.22	43.63	48.99	54.40
69 pounds	33.24	34.65	38.78	44.27	49.71	55.20
70 pounds	33.72	35.15	39.34	44.91	50.43	56.00



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88 Broad St.  
Jayjay Forwarding Service  
177 State St.  
Kutrubas & Co., Prokos P.  
320 Fremont St.  
\*Powell Company, C. H.  
144 Milk St.  
Proctor Company, W. N.  
40 Broad St.

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ORegon 8-4346 (see adv.)

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354 S. Spring Street

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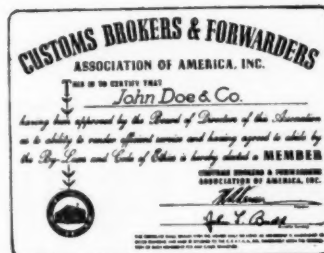
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Santa Luzia 732  
Companhia Expresso Federal  
Rio Branco 87  
Expresso Maua  
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CEM—Cia Expresso Mercantil  
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Gondrand do Brasil, Ltd.  
Rua B de Itapetirrya 275  
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Republica 76  
Sociedade Comercial de Transportes  
Transatlanticos, Ltd.  
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Nippon Express Co., Ltd.  
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Non-Negotiables,  
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Similar Interests All Other  
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- DOMESTIC AIR EXPRESS, Box 2611, Terminal Annex, Los Angeles
- DORF INT'L., LTD., 89 Broad St., New York, N. Y.
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## AIRLINE CARGO DIRECTORY

(Continued from Page 22)

San Francisco, Calif.—400 Post St.; Yukon 6-0818; W. G. Pheldon, DCR.  
Seattle, Wash.—1225 4th Ave.; Elliot 3700; W. J. Hartland, DCR.  
South Bend, Ind.—Bendix Field; 2-1401.  
Spokane, Wash.—734 Sprague Ave.; Riverside 6066; DSM.  
Springfield, Mass.—Hotel Kimball; 7-2567; CSM.  
Stockton, Calif.—Stockton Field; 9-9755.  
Tacoma, Wash.—Winthrop Hotel; Main 3181, Ext. 9990; CSM.  
Toledo, O.—507 Jefferson Ave.; Garfield 3041; DSM.  
Twin Falls, Idaho—Municipal Airport; 2700.  
Vancouver, B. C.—Municipal Airport; Marine 5353.  
Visalia, Calif.—Municipal Airport; 4-9292.

Walla Walla, Wash.—Municipal Airport; 2800.  
Washington, D. C.—Statler Hotel; Republic 5656; DSM.  
Youngstown, O.—Pick-Ohio Hotel; Girard 5-5461; CSM.

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Baker, Ore.—Baker 2396.  
Boise, Ida.—Boise 2-3661.  
Burley, Ida.—Rupert, Ida.—Bur. 747.  
Chehalis, Wash.—Centralia, Wash.—Ch. 2-4706.  
Coeur d'Alene, Ida.—Cd'a 4-5313.  
Ellensburg, Wash.—Ell. 2-3566.  
Ephrata, Wash.—Moses Lake, Wash.—Eph. 4-2522.  
Eugene, Ore.—Eug. 4-9221.  
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Kinmath Falls, Ore.—7332.  
LaGrande, Ore.—9613.  
Leviston, Ida.—Clarkston, Wash.—Lew. 3-1545.  
Medford, Ore.—2-7269.  
North Bend, Ore.—Coos Bay, Ore.—SKY. 9-2102.  
Olympia, Wash.—Oly. 6445.  
Ontario, Ore.—Payette, Ida.—Ont. 400.  
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Pendleton, Ore.—Pend. 101.  
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Portland, Ore.—Vancouver, Wash.—VE. 2303.  
Pullman, Wash.—Moscow, Ida.—Pull. 1-3761.  
Roseburg, Ore.—Rbg. 3-3231.  
Seattle, Wash.—MA. 6963.  
Spokane, Wash.—RI. 7114.  
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Director Sales Administration: Arthur C. Smith.

Director Cargo Service: John I. Good, Jr.

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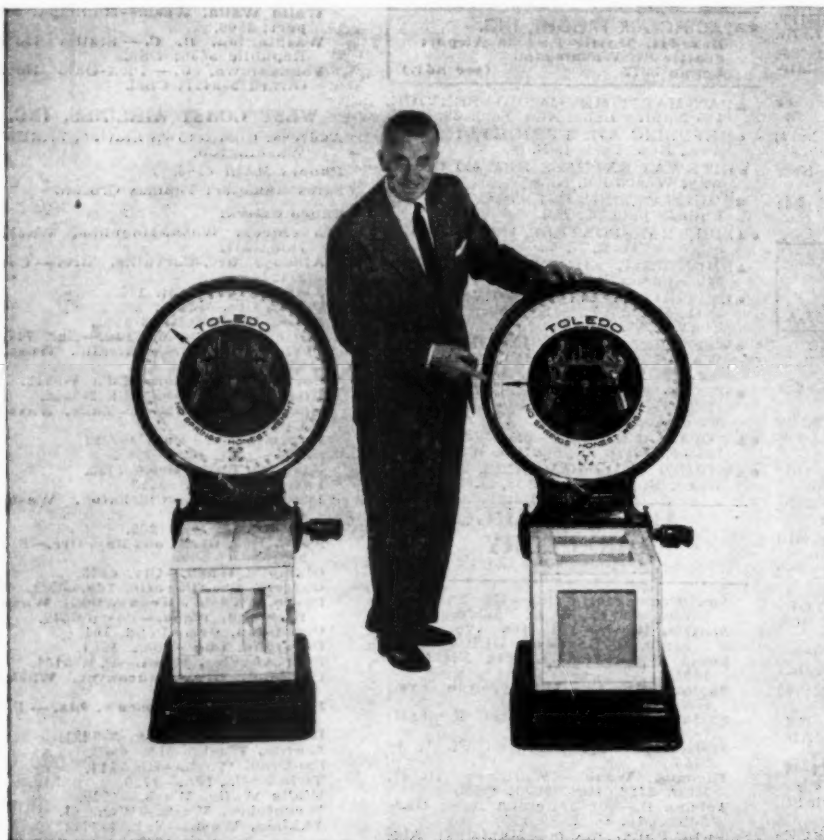
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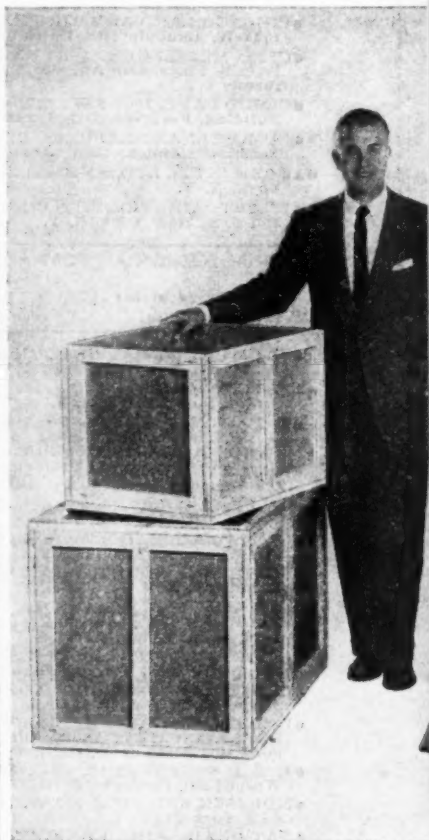
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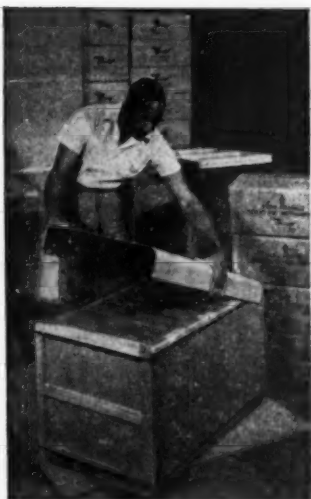
HERE YOU SEE how Tekwood makes possible substantial savings in shipping costs. Style 2 wood box at left weighs 17.9 lbs.; Tekwood box at right with same interior dimensions (18" x 12" x 12") weighs only 12.1 lbs.—a weight saving of 32.4%!



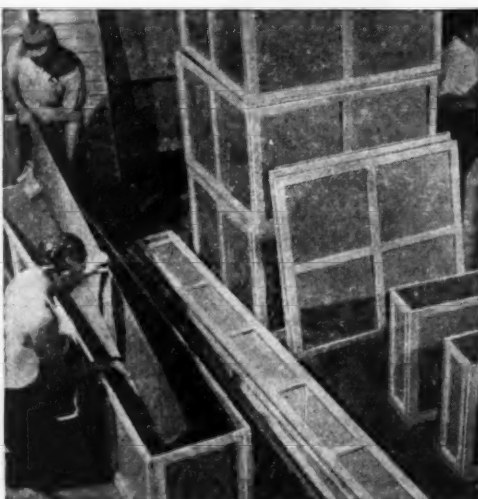
MANY DIFFERENT BOX SIZES can be made from standardized pre-cut Tekwood panels. Use of Tekwood panels cuts

## New container material slashes shipping weight,

Tekwood—United States Plywood's remarkable laminate—offers shippers substantial savings on tare weight, box assembly and storage space . . . its high strength-to-weight ratio makes it ideal for air shipment.



**ROUND-CORNERED** Straparound box makes efficient use of Tekwood's flexibility, economy and lightweight.

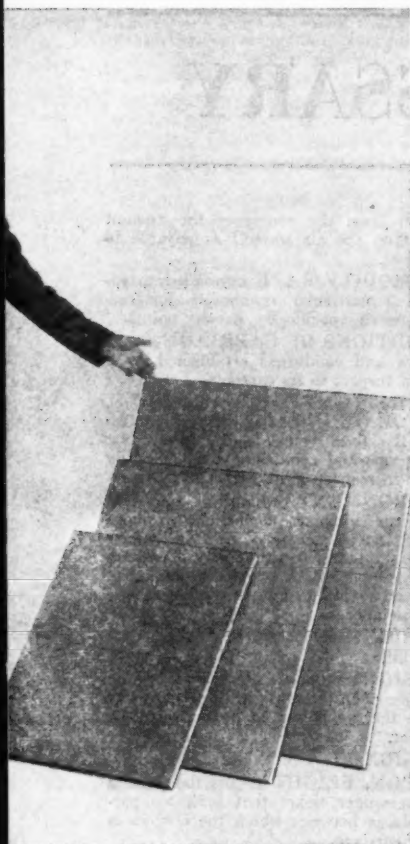


**REPUBLIC AVIATION** found that lightweight Tekwood cuts shipment costs, at the same time insures safe delivery of fragile aircraft parts.

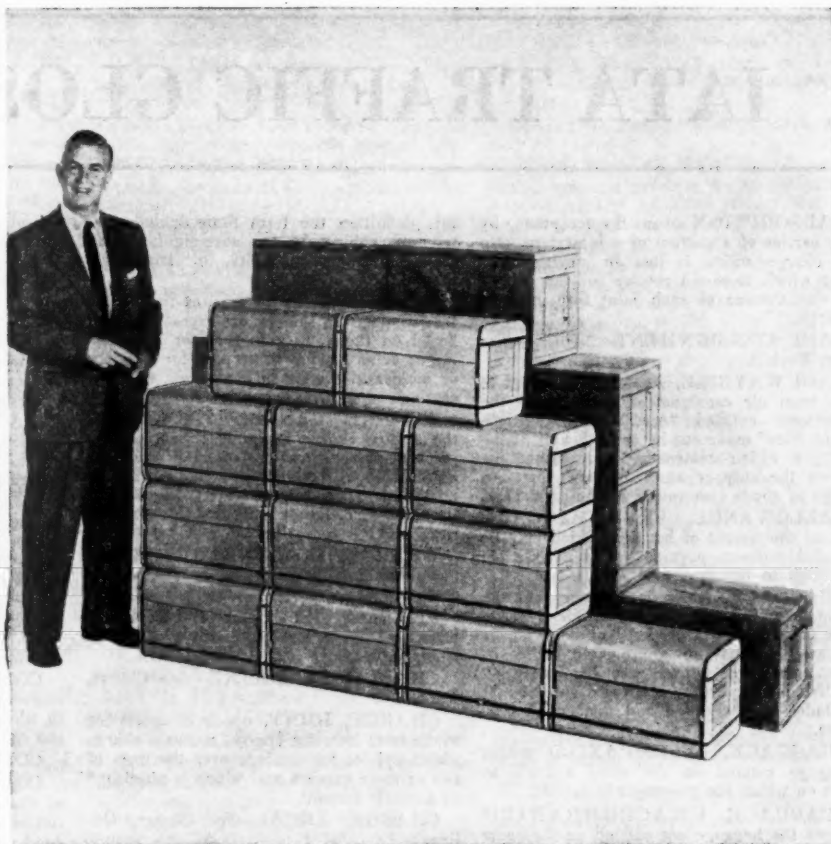
**30% cut in tare weight.** That's the average saving when shippers switch to Tekwood containers; some save more! **Equally strong.** Tests show lightweight Tekwood boxes are as strong or stronger than conventional boxes: in some cases, the Tekwood box has proved twice as sturdy as ordinary boxes when subjected to severe drop, drum and compression tests.

**Saves 45% on box costs.** Northrop Aircraft, Inc., estimates this as their minimum saving in using Tekwood to ship aircraft parts from their Lynwood, California, warehouse. Northrop furnishes its entire range of 113 different box sizes from 36 standardized panels all cut from easy-to-store, easy-to-handle 4' x 8' Tekwood sheets.





down on box inventory and systemizes shipping and crating. Box costs go down, shipping efficiency goes up.



**SEE HOW A DOZEN** Style 2 wood boxes compare to outside cubage of 12 patented Straparound boxes using Tekwood. With *same interior dimensions*, Tekwood box takes up 27% less storage space!

## saves on box costs, helps reduce warehouse space

**Up to 27% less warehouse space.** A typical Tekwood box, the Straparound\*, with the same inside dimensions as a nailed wood box takes up 27% less space. And when box sections are stored knocked-down, the savings in space are even greater!

**What is Tekwood?** Tekwood is a tough, lightweight, 3-ply laminated material with a Northern *hardwood* core. It won't buckle, split or puncture. Because it's smooth on both sides, it

eliminates the need for special package liners. It can be automatically nailed, stapled, machine-sheared or die-cut. It meets military specifications, and railroads put no restrictions on size or weight of merchandise shipped in Tekwood containers. Perfect for curved packaging, it can be bent on standard bending machines along the wood grain 180° without damage.

**Specifications.** Tekwood's stock thicknesses are 1/13", 1/11", and 1/9" Con-

tainer Grade, 1/8" Standard Grade, 1/7" Protekwood, and 3/16" Super-tekwood, Protekwood and Container Grade Tekwood. Standard panels are 48" x 96" and 48" x 48"; multiple size orders for 1000 pieces or more are available for a nominal cutting charge. For de luxe or custom packaging applications, panels are also furnished in a pre-finished Tekwood coated with a pyroxylin lacquer in colors or simulated wood grain of your choice.

\*Trade Mark, The Nelson Co.

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Please have a salesman call with full details. ( )

Name.....

Address.....

City..... State.....

# IATA TRAFFIC GLOSSARY

**ABSORPTION** means the acceptance by the carrier of a portion of a joint fare, rate or charge which is less in amount than that which it would receive for the service in the absence of such joint fare, rate or charge.

**AIR CONSIGNMENT NOTE**—See Air Waybill.

**AIR WAYBILL**, which is equivalent to the term air consignment note, means the document entitled "Air Waybill/Consignment Note" made out by or on behalf of the shipper which evidences the contract between the shipper and carrier(s) for carriage of goods over routes of the carrier(s).

**ALLOWANCE, FREE BAGGAGE** means the weight of baggage which may be carried without payment of a charge in addition to the fare.

**BAGGAGE**, which is equivalent to the term luggage, means such articles, effects and other personal property of a passenger as are necessary or appropriate for wear, use, comfort or convenience in connection with his trip. Unless otherwise specified, it includes both checked and unchecked baggage.

**BAGGAGE, ACCOMPANIED** means baggage carried on the same aircraft as that on which the passenger is carried.

**BAGGAGE, UNACCOMPANIED** means the baggage not carried on the same aircraft as that on which the passenger is carried.

**BAGGAGE CHECK** means those portions of the ticket which provide for the carriage of a passenger's checked baggage and which are issued by the carrier as a receipt for the passenger's baggage with respect to which a carrier takes sole custody.

**BAGGAGE, CHECKED**, which is equivalent to the terms registered luggage, means baggage which has been delivered to the carrier and for which the carrier has issued a baggage check and baggage (claim) tag(s).

**BAGGAGE, UNCHECKED**, which is equivalent to the term hand luggage, is baggage other than checked baggage.

**BAGGAGE, EXCESS** means that part of the weight of baggage which is in excess of the free baggage allowance.

**BAGGAGE TAG** means a document issued solely for the identification of checked baggage placed in its custody by the passenger, the baggage (strap) tag portion of which is attached by the carrier to a particular article of checked baggage and the baggage (claim) tag portion of which is given to the passenger.

**BOOKING**—See Reservation.

**CARGO**—See Goods.

**CARRIAGE**, which is equivalent to the term transportation, means carriage of passengers, baggage, and/or goods by air, gratuitously or for hire, including all services and operations of the carrier related thereto.

**CARRIAGE, INTERNATIONAL** means (except for the purposes of the Warsaw Convention) carriage in which, according to the contract of carriage, the place of departure and any place of landing are situated in more than one state. As used in

this definition the term State includes all territory subject to the sovereignty, suzerainty, mandate, authority, or trusteeship thereof.

**CHARGE** means an amount to be paid for carriage of goods or excess baggage based on the applicable rate for such carriage; or an amount to be paid for a special or incidental service in connection with the carriage of a passenger, baggage or goods.

**CHARGE, CANCELLATION** means the service charge made by reason of failure of a passenger to use reserved accommodation without having cancelled such accommodation prior to the latest appropriate time for cancellation specified by the carrier.

**CHARGE, COMBINATION JOINT** means a joint charge which is obtained by combining two or more published charges.

**CHARGE, EXCESS BAGGAGE** means a charge for the carriage of excess baggage.

**CHARGE, INTERLINE**—See Charge, Joint.

**CHARGE, JOINT**, which is equivalent to the term interline charge, means a charge which applies for carriage over the lines of two or more carriers and which is published as a single amount.

**CHARGE, LOCAL**—See Charge, On-line.

**CHARGE NO-SHOW** means the charge made by reason of the failure of a passenger to use reserved accommodation, either through failure to arrive at the airport at the time fixed by the carrier, or through arriving improperly documented or otherwise not ready to travel on the flight.

**CHARGE, ON-LINE**, which is equivalent to the term local charge, means a charge which applies for carriage over the lines of a single carrier.

**CHARGE, PRORATED JOINT** means a joint charge other than a combination joint charge.

**CHARGE, PUBLISHED** means a charge, the amount of which is specifically set forth in the carrier's fares or rates tariff.

**CHARGE, THROUGH** means the total charge from point of departure to point of destination. It may be a joint charge or a combination of charges.

**CHARGE, VALUATION** means a charge for carriage of goods or baggage based on the value of such goods or baggage.

**CHARGE, WEIGHT** means the charge for carriage of goods based on the weight (or volume) of such goods.

**CHARGES, COMBINATION OF** means an amount which is obtained by combining two or more charges and which is not published as a single amount.

**CLASSIFICATION** means a listing of articles in classes for rating purposes.

**CLASS RATE** means a rate assessed according to the charge applicable to the class in which the article has been placed in the classification tariff.

**C.O.D.** means an arrangement between the shipper and the carrier whereby the latter, upon delivery of the consignment, is

to collect from the consignee the amount indicated on the air waybill as payable to the shipper.

**COMMODITY RATE** means a rate applied to a particular commodity for carriage between specifically named points.

**CONDITIONS OF CARRIAGE** means the terms and conditions established by a carrier in respect to its carriage.

**CONDITIONS OF CARRIAGE, IATA (OR GENERAL)**, which is equivalent to the term rules tariffs, means the general terms and conditions established by a carrier in respect of its carriage.

**CONSIGNMENT**, which is equivalent to the term shipment, means one or more pieces of goods accepted by the carrier from one shipper at one time and at one address, receipted for in one lot and moving on one air waybill to one consignee at one destination address.

**CONSIGNMENT NOTE, AIR**—See Air Waybill.

**CONSIGNEE** means the person whose name appears on the air waybill as the party to whom the goods are to be delivered by the carrier.

**CONSIGNOR**—See Shipper.

**COUPON, FLIGHT** means the portion of the passenger ticket that indicates particular places between which the coupon is good for carriage.

**COUPON, PASSENGER** means the portion of the passenger ticket that constitutes the passenger's written evidence of the contract of carriage.

**DECLARED VALUE FOR CARRIAGE** means the value of goods or baggage declared to the carrier by the consignor of passenger for the purpose of determining charges or of establishing the limit of the carrier's liability for loss, damage or delay.

**EXCHANGE ORDER**, which is equivalent to the term exchange voucher, means a document issued by a carrier requesting another carrier (or a document issued by an authorized agent requesting a carrier) to issue an appropriate ticket to the person named in such document.

**EXCHANGE VOUCHER**—See Exchange Order.

**FARE** means the amount charged by a carrier for carriage of a passenger and his free baggage allowance over the route specified (See Allowance, Free Baggage).

**FARE, ADULT** means the fare of a person who has attained his twelfth birthday.

**FARE, BASIC** means either a specified or constructed fare expressed in the basic currency of the Conference.

**FARE, CHILDREN** means the fare for a person who has attained his second but not his twelfth birthday.

**FARE, CLASS B** means the fare established for a Class B service.

**FARE, COMBINATION JOINT** means a joint fare which is obtained by combining two or more published fares.

**FARE, CONSTRUCTED** means the fare established in accordance with an applicable IATA Traffic Conference construction resolution.

**FARE, FIRST CLASS**, which is equivalent to the term standard class fare, means the minimum fare established for a first class service.

**FARE, IATA** means a specified or constructed fare.

**FARE, INFANT** means the fare for a person who has not attained his second birthday.

**FARE, INTERLINE**—See Fare, Joint.

**FARE, JOINT**, which is equivalent to the term interline fare, means a fare which applies for carriage over the lines of two or more carriers and which is published as a single amount.

**FARE, LOCAL**—See Fare, On-line.

**FARE, NORMAL** means the full fare established for a first or tourist class, on-season service.

**FARE, ON-LINE**, which is equivalent to the term local fare, means a fare which applies for carriage over the lines of a single carrier.

**FARE, PROPORTIONAL** means a fare published for use only in combination with other fares for carriage from, to or through, a specified point.

**FARE, PRORATED JOINT** means a joint fare other than a combination joint fare.

**FARE, PUBLISHED** means a fare, the amount of which is specifically set forth in the carrier's fares tariff.

**FARE, SPECIAL** means a fare, other than the normal fare, authorized to be applied to seasonal traffic, to encourage vacation traffic, to fill up capacity during slack periods, to create traffic on a particular route, or for other special reasons.

**FARE, SPECIFIED** means the fare specified in an applicable IATA Traffic Conference resolution.

**FARE, STANDARD**—See Fare, First Class.

**FARE, TOURIST** means the fare established for a tourist class service.

**FARE, THROUGH** means the total fare from point of departure to point of destination. It may be a joint fare or a combination of fares.

**FARES, COMBINATION OF** means an amount which is obtained by combining two or more fares and which is not published as a single amount.

**FEE, CANCELLATION**—See Charge, Cancellation.

**FLIGHT NUMBER**, which is equivalent to the term line number, means the numerical designation of a flight.

**GOODS** means any property carried or to be carried in an aircraft, other than mail or other property carried under the terms of an international postal convention, baggage (including personal effects accompanying a passenger) or property of the carrier(s).

**LINE NUMBER**—See Flight Number.

**LUGGAGE**—See Baggage.

**LUGGAGE, HAND**—See Baggage, Unchecked.

**LUGGAGE, REGISTERED** — See Baggage, Checked.

**PASSENGER** means any person carried or to be carried in an aircraft with the consent of the carrier, except members of the crew.

**PASSENGER TRANSIT** means a passenger continuing his journey on the same through flight.

**PASSENGER, TRANSFER** means a passenger arriving on one flight and continuing his journey on another.

**PRORATE** (where used as a noun)

means a portion of a joint fare, rate or charge obtained by proration.

**PRORATION** means division of a joint fare, rate or charge between the carriers concerned on an agreed basis.

**PRORATION, FARE** means proration on the basis of the respective on-line fares.

**PRORATION, MILEAGE** means proration on the basis of the respective on-line mileages.

**PRORATION, RATE** means proration on the basis of the respective on-line rates.

**QUANTITY DISCOUNT** means a percentage reduction of a rate based on quantity.

**RATE** means the amount charged by the carrier for carriage of a unit of weight (or volume) or value of goods or excess baggage.

**RATE, BASIC** means either a specified or constructed rate expressed in the basic currency of the Conference.

**RATE, CLASS** means a rate applicable to a specifically designated class of goods.

**RATE, COMBINATION JOINT** means a joint rate which is obtained by combining two or more published rates.

**RATE, CONSTRUCTED** means the rate for the carriage of goods established in accordance with an applicable IATA Traffic Conference constructed resolution.

**RATE, GENERAL CARGO** means a rate established for cargo in general.

**RATE, IATA** means a specified or constructed rate.

**RATE, INTERLINE**—See Rate, Joint.

**RATE, JOINT**, which is equivalent to the term interline rate, means a rate which applies for carriage over the lines of two or more carriers and which is published as a single amount.

**RATE, LOCAL**—See Rate, On-line.

**RATE, NORMAL** means the full under-45-kilogram general cargo rate.

**RATE, ON LINE**, which is equivalent to the term local rate, means a rate which applies for carriage over the lines of a single carrier.

**RATE, PROPORTIONAL** means a rate published for use only in combination with other rates for carriage from, to or through, a specified point.

**RATE, PRORATED JOINT** means a joint rate other than a combination joint rate.

**RATE, PUBLISHED** means a rate, the amount of which is specifically set forth in the carrier's rates tariff.

**RATE, SPECIFIC COMMODITY** means a rate applicable to carriage of specifically designated commodities.

**RATE, SPECIFIED** means the rate for the carriage of goods specified in an applicable IATA Traffic Conference resolution.

**RATE, THROUGH** means the total rate from point of departure to point of destination. It may be a joint rate or a combination of rates.

**RATES, COMBINATION OF** means an amount which is obtained by combining two or more rates and which is not published as a single amount.

**REFUND** means the repayment to the purchaser of all or a portion of a fare, rate or charge for unused carriage.

**RESERVATION**, which is equivalent to the term booking, means the allotment in advance of seating or sleeping accommodation for a passenger or of space or weight capacity for baggage or goods.

**RETURN JOURNEY** — See Trip, Round.

**ROUTE, DIRECT** means the shortest route operated between two points.

**ROUTE, INDIRECT** means any route other than the direct route operated between two points.

**ROUTING** means the designation of a route.

**SERVICE, CITY TERMINAL** means surface carriage provided by an air carrier between its city handling station and the airport of departure or destination.

**SERVICE DELIVERY** means the surface carriage provided by an air carrier of inbound goods or baggage from the airport of destination to the address of the consignee or passenger or that of his designated agent or to the custody of the proper government agency when required.

**SERVICE, PICK-UP** means the surface carriage provided by an air carrier of outbound goods or baggage from the shipper's or passenger's address or that of his designated agent to the airport of departure.

**SHIPMENT**—See Consignment.

**SHIPPER**, which is equivalent to the term consignor, means the person whose name appears on the air waybill as the party contracting with the carrier(s) for carriage of goods.

**STOPOVER**, which is equivalent to the term break of journey, means a deliberate interruption of a journey by the passenger, agreed to in advance by the carrier, at a point between the place of departure and the place of destination.

**SURCHARGE, VALUE** means a surcharge for the carriage of cargo having a value in excess of \$200, or equivalent, per kilogram.

**TARIFFS** means the published fares, rates, charges and/or related conditions of carriage of a carrier.

**TARIFF FARES** means the tariff concerned with fares and related charges.

**TARIFF RATES** means the tariff concerned with rates and related charges.

**TARIFF, RULES**, which is equivalent to the term IATA (or General) Conditions of Carriage, means the tariff concerned with the general terms and conditions of carriage. See Conditions of Carriage, IATA (or General).

**TICKET** means the "Passenger Ticket and Baggage Check," including all flight, passenger and other coupons therein, issued by the carrier, which provide for the carriage of the passenger and his baggage.

**TICKET, CONJUNCTION** means a ticket issued in connection with another ticket(s) which together are intended to evidence a single contract of carriage.

**TICKET, EXCESS BAGGAGE** means a receipt issued by a carrier to a passenger(s) evidencing payment by the passenger(s) of excess baggage and/or valuation charges.

**TICKET, PASSENGER** means those portions of the ticket which provide for carriage of the passenger and his baggage.

**TRANSPORTATION**—See Carriage.

**TRIP, CIRCLE** means travel from one point and return thereto by a continuous, circuitous air route; provided that where no reasonably direct scheduled air service is available between two points, a break in the circle may be traveled by any other means of transportation without prejudice to the circle trip.

**TRIP, OPEN-JAW** means travel which is essentially of a round trip nature but the outward point of departure and inward point of arrival and/or outward point of

(Concluded on Page 50)



# WORLD-WIDE AIRPORT AND AIRLINE SERVICE REFERENCE GUIDE

## KEYED AIR CARRIERS

- 1—Aden Airways.
- 2—Aer Lingus.
- 3—Aero Hellas.
- 4—Aero O/Y.
- 5—Aero Portuguesa.
- 6—Aero Transportes.
- 7—Aero Transportes de Sonora.
- 8—Aerolineas Argentinas.
- 9—Aerolineas Italiane Internationall.
- 10—Aeronaves de Mexico.
- 11—Aeroposta Argentina.
- 12—Aerovias Contreras.
- 13—Aerovias Guest.
- 14—Aerovias Nacionales De Colombia.
- 15—Aerovias Nacionales del Sur.
- 16—Aerovias Occidentales.
- 17—Aerovias "Q."
- 18—Aerovias Reforma.
- 19—Aerovias Sud Americana.
- 20—Aerovias Venezolanas.
- 21—Aerovias Venezolanas Europa.
- 22—Aigle Azur.
- 23—Air Algerie.
- 23A—Air Atlas.
- 24—Air Ceylon.
- 25—Air Congo.
- 26—Air France.
- 27—Air India International.
- 27A—Air Jordan.
- 27B—Air Liban.
- 28—Air Malta.
- 28A—Air Maroc.
- 29—Air Services of India.
- 30—Air Transport, Ltd.
- 31—Air Travel (N. Z.).
- 31A—Air Vietnam.
- 32—Airlines (W. A.).
- 33—Airways (India) Ltd.
- 33A—Airwork.
- 34—ALA De Guatemala.
- 35—Alaska Airlines.
- 36—Alaska Coastal Airlines.
- 37—All-Flotte Riunite.
- 38—Alitalia.
- 39—Allegheny Airlines.
- 40—Alpena Air Service.
- 41—American Airlines.
- 42—Andes.
- 43—Ansett Airways, Pty.
- 44—Aquila Airways.
- 45—Arab Airways Assn.
- 46—Asociacion Interamericana de Aviacion.
- 47—Atlas Aviation.
- 48—Australian National Pty. Airways.
- 48A—Aviacion y Comercio.
- 49—Avianca.
- 49A—Aviateca.
- 50—BACA Airlines.
- 51—Bahamas Airways.
- 52—Barrier Reef Airways.
- 53—Bharat Airways.
- 54—Bonanza Air Lines.
- 55—Braathens South-American & Far East Air-transport.
- 56—Braniff International Airways, Inc.
- 57—Brazilian International Airlines (Empresa de Transportes Aerovias Brasil).
- 58—Bristol Bay Airlines.
- 58A—British Colonial Airlines.
- 59—British Commonwealth Pacific Airlines.
- 60—British European Airways Corporation.
- 61—British Guiana Airways.
- 62—British Overseas Airways Corporation.
- 63—British West Indian Airways.
- 64—Burma National Airways.
- 65—Butler Air Transport Pty.
- 66—Byerly Airlines.
- 67—Byers Airways.
- 68—California Central Airlines.
- 69—Canadian Pacific Air Lines.
- 70—Capital Airlines.
- 71—Caribbean Atlantic Airlines.
- 72—Cathay Pacific Airways.
- 74—Central African Airways.
- 75—Central Airlines.
- 76—Central Northern Airways.
- 77—Ceskoslovenskie Aeroline.
- 78—Christensen Air Service.
- 79—Civil Air Fleet Administration.
- 79A—Civil Air Transport.
- 80—Colonial Airlines.
- 81—Commercial Air Services (Pty.) Ltd.
- 82—Compagnia Transporti Aerei.
- 83—Compagnie Belge de Transports Aeriens.
- 84—Compagnie de Transports Aeriens Intercontinentaux.
- 85—Compagnie Generale de Transports.
- 86—Companhia de Transportes Aereos.
- 87—Companhia Meridional de Transportes.
- 88—Compania Aeronautica Uruguaya.
- 89—Compania Auxiliadora Navegacion Aerea.
- 90—Compania Cubana de Aviacion.
- 91—Compania de Aviacion Faucett.
- 92—Compania Dominicana de Aviacion C. por A.
- 93—Compania Guatemalteca de Aviacion.
- 94—Compania Mexicana de Aviacion, S.A.
- 95—Compania Nacional TACA de Nicaragua.
- 96—Compania Panamena de Aviacion.
- 97—Compania Transandina de Aviacion.
- 98—Connellan Airways.
- 99—Continental Air Lines.
- 100—Cook Strait Airways.
- 101—Cordova Air Service.
- 101A—Corps de l'Armee.
- 102—Corporacion Sudamericana de Servicios Aereos.
- 102A—Cyprus Airways.
- 103—Danish Air Lines.
- 104—Deccan Airways.
- 105—Delta-C&S Air Lines.
- 106—Divisao de Exploracao dos Transportes Aereos.
- 107—Divisao de Exploracao de Transportes Aereos de Angola.
- 107A—Eagle Aviation.
- 108—East African Airways Corp.
- 109—East-West Airlines.
- 110—Eastern Air Lines.
- 111—El Al Israel National Airlines.
- 112—Ellis Air Lines.
- 112A—Empresade Transportes Aereos Norte do Brasil.
- 113—Empresa de Viacao Aerea Rio Grandense.
- 114—Ethiopian Airlines.
- 115—Expreso Aereo Inter-Americano.
- 115A—Fiji Airlines.
- 116—Flota Aerea Mercante Argentina.
- 117—Plugfelag Islands.
- 118—Flying Tiger Lines.
- 119—Frontier Airlines, Inc.
- 119A—Gibbes Sepik Airways.
- 120—Gibraltar Airways, Ltd.
- 121—Greek Airlines Tae.
- 122—Guinea Airways.
- 122A—Gulf Aviation.
- 123—Hawaiian Airlines.
- 124—Hellenic Airlines.
- 124A—Hong Kong Airways.
- 125—Hunting-Clan Air Transport.
- 126—Iberia Airlines.
- 127—Indonesian Airways.
- 128—Inland Air Service Pty.
- 129—Iranian Airways Co.
- 130—Iraqi Airways.
- 130A—Japan Air Lines.
- 131—Jersey Airways.
- 132—Jugoslavenski Aero-transport.
- 132A—Korean National Airlines.
- 133—KLM Royal Dutch Air Lines.
- 134—Lake Central Airlines.
- 135—Lansa (Lineas Aereas Nacionales).
- 136—Leavens Bros. Air Services.
- 137—Liberian International Airways.
- 138—Linea Aerea al Nor-Este.
- 139—Linea Aerea al Sud Oeste.
- 140—Linea Aerea de Transporte Nacional.
- 141—Linea Aerea Nacional.
- 142—Linea Aerea TACA de Venezuela.
- 143—Linea Aeropostal Venezolana.
- 144—Lineas Aereas Costaricenses.
- 145—Lineas Aereas de Nicaragua.
- 146—Lineas Aereas de Panama.
- 147—Lineas Aereas del Estado.
- 148—Lineas Aereas Mexicanas.
- 149—Lineas Aereas Nacionales.
- 150—Linee Aeree Italiane.
- 151—Lloyd Aereo Boliviano.
- 152—Lottfelder, H. F.
- 152A—Lolde Aereo Nacional.
- 153—Luxembourg Airlines.
- 154—MacRobertson-Miller Aviation.
- 155—Mackey Airlines.
- 156—Malayan Airways.
- 156A—Mandated Airlines.
- 157—Maritime Central Airways.
- 158—Massachusetts Air Industries.
- 158A—Maszovlet.
- 159—Middle East Airlines Co.
- 160—Midwestern Aero Service.
- 161—Misr Airways, Ltd.
- 162—Mohawk Airlines.
- 163—National Airlines.
- 164—Navegacao Aerea Brasileira.
- 165—New York Airways.
- 166—New Zealand National Airways.
- 167—North Central Airlines.
- 168—Northeast Airlines.
- 169—Northern Consolidated Airlines.
- 170—Northland Aviation.
- 171—Northwest Airlines.
- 172—Norwegian Airlines.
- 173—Orient Airways.
- 174—Ozark Airlines.
- 175—Pacific Northern Airlines.
- 176—Pacific Overseas Airlines Siam.
- 177—Pacific Southwest Airlines.
- 178—Pacific Western Airlines.
- 178A—Pakistan International Airlines.
- 179—Pan American World Airways.
- 180—Pan American-Grace Airways.
- 181—Panair do Brasil.
- 182—Philippine Air Lines.
- 183—Piedmont Airlines.
- 184—Pioneer Air Lines.
- 185—Poiskie Linie Lotnicze.
- 186—Primeras Lineas Uruguayas de Navegacion Area.
- 187—Qantas Empire Airways.
- 188—Quebecair.
- 189—Queen Charlotte Airlines.
- 189A—Queensland Airlines.
- 190—Real S/A Transportes Aereos.
- 191—Reeve Aleutian Airways.
- 192—Resort Airlines.
- 193—Riddle Airlines.
- 194—Sabena.
- 195—Safeaway Airways.
- 195A—Saskatchewan Government Airways.
- 196—Saudi Arabian Airlines.
- 197—Scandinavian Airlines System.
- 198—Scottish Airlines.
- 199—Service des Transporta Aeriens Regionaux.
- 200—Servicio Aereo de Honduras, S.A.
- 201—Servicio Aereo Leopoldo Lopez T.
- 202—Servicios Aereos Cruzeiro do Sul.
- 203—Servicios Aereo Nacionales.
- 204—Slamese Airways Co., Ltd.
- 205—Slick Airways.
- 206—Sobelair.
- 207—Sociedad Aerea del Tolima.
- 208—Sociedad Colombiana de Transportes Aereos.
- 209—Sociedade Acoreana de Transportes Aereos.
- 210—Sociedade Anonima Viacao Aerea Gaucha.
- 211—Societa Italiana. Servizi Aerei.
- 212—Societa Transadriatica di Navigazione Area.
- 213—Societe Aerienne Internationale D'Egypte.
- 214—Societe Indochinoise De Transportes Aeriens.
- 215—Societe de Transport Aeriens de la Region Quest.
- 216—South African Airways.
- 217—South Coast Airways Pty., Ltd.
- 218—Southern Airways.
- 219—Southwest Airways.
- 220—Sudan Airways.
- 220A—Syrian Airways.
- 221—Swissair.
- 221A—TACA de Venezuela.
- 222—TACA Airways Agency.
- 222A—Tars-Roumanian Air Lines.
- 223—Tasman Empire Airways, Ltd.
- 224—Technical & Aeronautical Exploitations.

- 225—Transandina Ecuatoriana.  
226—Trans-Asiatic Airlines.  
227—Trans-Australia Airlines.  
228—Trans-Canada Air Lines.  
228A—Trans Mar de Cortes.  
229—Trans-Pacific Airlines.  
230—Trans-Texas Airways.  
231—Trans World Airlines.  
231A—Transportes Aereos Catarinense.  
232—Transportes Aereos Centro-Americanos (TACA).  
233—Transportes Aereos Mexicanos, S.A.  
234—Transportes Aereos de Jalisco.  
235—Transportes Aereos de Tampico S. de R.L.  
236—Transportes Aereos de Carga Internacional Limitada.  
237—Transportes Aereos Nacionales.  
238—Transportes Aereos Peruanos.  
239—Transportes Aereos Portugueses.  
239A—Transportes Aereos Salvador.  
239B—Transportes Aeriens Intercontinentaux.  
240—Tunis Air.  
241—Turkish State Airlines Devlet Hava Yollari.  
242—Union Aeromarine de Transport.  
243—Union of Burma Airways.  
244—United Air Lines.  
244A—Uraba, Medellin & Central.  
245—Veteran Airways.  
246—Viacao Aerea Santos Dumont.  
247—Viacao Aerea Sao Paulo.  
248—West African Airways Corp.  
249—West Coast Airlines.  
250—West Coast Air Services.  
250A—West Norway Airlines.  
251—Western Air Lines.  
252—Wheeler Air Lines.  
253—Wien Alaska Airlines.  
254—Woods Airways Pty.  
255—Wyoming Skyways.  
256—Zonas Oeste y Norte de Aerolinas Argentinas.

City	Code	Airlines (See Key)	City	Code	Airlines (See Key)	City	Code	Airlines (See Key)
Aalborg, Denmark	AAL	197	Amman, Trans-Jordan	AMM	27A-27B-45-62-159-196	Athens, Greece	ATH	26-38-60-102A-111-114-132-133-150-194-197-214-221-224-241
Aarhus, Denmark	AAR	197	Ammarco, Australia	AMX	98	Ati, Fr. Equat.	ATV	26
Abadan, Iran	ABD	129-133-197	Ampmihy, Madag.	AMP	26	Atka, Alaska	ATK	191
Abbecher, Fr. Equat. Africa	AEH	26	Amritser, India	ATQ	27	Atlanta, Ga.	ATL	70-105-110-213
Abercorn, North Rhodesia	ACN	74	Amsterdam, Netherlands	AMS	2-8-48A-60-125-183-179-197-221	Atlantic City, N. J.	NBB	39-110
Aberdeen, Scotland	ABZ	60	Anaco, Venezuela	AAO	20	Auburn-Geneva, N. Y.	SSN	162
Aberdeen, S. D.	ABR	66	Analaiva, Madag.	HVA	26	(Sampson Air Force Base)		
Abidjan, French West Africa	ABJ	26-84-242	Anapolis, Brazil	AFS	57-152A-202-237-247	Attu, Alaska	ATU	191
Abilene, Tex.	ABI	184	Anchorage, Alaska (Anchorage Int'l Airport)	ACG	35-101-169-171-175-191	Auburn-Lewistown, Me.	LEW	168
Abingdon, Australia	ABG	48	Anchorage, Alaska (Elmendorf Field)	EDF	35-101-169-171-175-191	Auckland, N. Z.	AKL	69-166-179-223
Acapulco, Mex.	ACA	10	Anchorage, Alaska (Merrill Field)	ANC	35-101-169-171-175-191	Augusta, Ga.	AGS	105-110
Acarigua, Venezuela	AGY	143	Ancud, Chile	ZUD	141	Augusta, Me.	AUG	168
Accra, Gold Coast	ACC	26-33A-62-125-179-242-485	Andapa, Madagascar	ZWA	26	Austin, Minn.	AUM	56
Ada, Okla.	ADH	191	Anderson, S. C.	AND	110	Austin, Tex.	AUS	56-184-230
Adak, Alaska	ADK	191	Andreaski, Alaska	AFK	35	Avallone, Australia	AVG	98
Adana, Turkey	ADA	241	Angol, Chile	ZOL	141	Avalon, Calif.	SXC	244
Addis Ababa, Ethiopia	ADD	1-114	Angus Downs, Australia	ANZ	98	Avare, Brazil	AVA	247
Adelaide, Australia	ADL	43-48-122-227	Aniak, Alaska	ANI	169	Ayapel, Colombia	AYA	49
Aden, Arabia	ADE	1-27-45-62-114-161	Anjouan, Is. Comores	ANJ	26			
Afyon, Turkey	AFY	241	Ankara, Turkey	ANK	159-241			
Agadir, French Morocco	AGA	241	Ankavandra, Madag.	JVA	26			
Agrinion, Greece	AGQ	224	Annette, Alaska	ANN	112-179			
Ahmedabad, India	AMD	227	Antalaha, Madag.	ANM	26			
Ahwaz, Iran	AWZ	129	Anthony's Lagoon, Australia	AYL	98			
Aitape, New Guinea	ATP	119A	Antigua, British West Indies	ANU	26-63-179			
Aitutaki, Cook Island	AIT	223	Antilla, Cuba	ANT	90			
Ajaccio, Corsica	AJA	23-25-249	Antofagasta, Chile	ANF	141-180			
Ajo, Ariz.	AJO	54	Antonio Enes, Mozamb.	ANO	106			
Akiak, Alaska	AKI	169	Antwerp, Belgium	ANR	191			
Akiavik, N. W. T.	LAK	69-253	Anvik, Alaska	ANV	35-169			
Akron-Canton, Ohio	CAK	41-70-110-118-205-244	Aparri, Philippine Is.	APR	182			
			Apia, Western Samoa	APW	223			
Akulark, Alaska	AKU	169	Apolo, Bolivia	APB	151			
Akyab, Burma	AKY	243	Apucarana, Brazil	APU	57-113-190-202			
Alakanuk, Alaska	AUK	35-169	Aquidauana, Brazil	AQU	202			
Alamosa, Colo.	ALS	119	Aracuai, Brazil	ACW	237			
Albany, Australia	ALB	32	Aracaju, Brazil	AJU	57-113-152A-181-190-202-237			
Albany-Corvallis, Ore.	CVO	249	Aracatuba, Brazil	ARU	190-202-237			
Albany, Ga.	ABY	110-218	Arad, Romania	ARW	222A			
Albany-Schenectady, N. Y.	ALB	41-80-118-162-231	Araras, Brazil	ARS	237			
Albertville, Belgium	ABV	194	Araracema, Brazil	AGX	202			
Albuquerque, N. M.	ABQ	99-119-184-231	Araruari, Brazil	ARA	57-237-247			
Alderney, Channel Is.	ACI	60	Arasongas, Brazil	APX	190			
Alegrete, Brazil	ALQ	57	Ararangua, Brazil	AAA	113			
Aleknaik, Alaska	AKK	169	Araraquara, Brazil	AQA	202			
Aleppo, Syria	ALP	27B-130-159-220A	Araxa, Brazil	AAX	237-247			
Alexander Bay, South Africa	ALJ	216	Arcoverde, Brazil	AVZ	112A			
Alexandria, Australia	AXL	98-227	Aretic Red River, Mack.	YAV	69			
Alexandria, Egypt	ALY	102A-150-161-224	Ardmore, Okla.	AFD	75			
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Alexandria, Minn.	AXN	167	Argyle, Australia	AGY	98-154			
Alexandropolis, Greece	AXD	224	Arica, Chile	ARI	149-180			
Alfenas, Brazil	AFS	190-237	Arlington, Australia	ARN	98			
Alghero, Sardinia	AHO	150	Armuelles, Panama	AML	96-144			
Algiers, Algeria	ALG	23-23A-26-28-48A-231-240-242	Arrais, Brazil	AAI	202			
			Arrecife, Canary Is.	ACE	126			
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			Arua, Brazil	AUZ	202			
Alice Springs, Australia	ASP	98-227	Aruba, Curacao, North West Indies	AUA	133			
Allah, Philippine Is.	AAV	182	Arusha, Tanganyika	ARY	108			
Allentown-Bethlehem-Easton, Pa.	ABL	80-231-244	Asbury Park, N. J.	BLM	89			
Alliance, Neb.	AIA	251	Ascension, Bolivia	ASC	151			
Almenara, Brazil	AMJ	237	Ashville-Hendersonville, N. C.	AVL	70-105-183-231			
Alor Star, Malaya	AOR	156	Ashland, Ky. Hunt-ington, W. Va.	HTW	39-110-183			
Alroy Downs, Australia	AYD	98	Asmara, Eritrea	ASM	1-38-114-161-196			
Alta, Norway	ALF	197	Assab, Eritrea	ASA	114			
Altamira, Brazil	ATM	181	Assis, Brazil	ASS	247			
Alton, Ill.	ALN	174	Astoria, Oregon	AST	250			
Altoona-Martinsburg, Pa.	AOO	30	Asuncion, Paraguay	ASU	8-56-181-186-190-237			
Alto Parnaba, Brazil	APY	112A	Athara, Anglo-Eg. Sudan	ATR	220			
Amalfi, Colombia	AFI	49	Athens, Ga.	AHN	218			
Amapa, Brazil	APA	202						
Amarello, Tex.	AMA	56-75-184-231						
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Ambilobe, Madag.	AMR	26						
Ambon, Indonesia	AMQ	127						
Ambrizete, Angola	ARZ	107-196						
Amchitka, Alaska	AMC	191						

City	Code	Airlines (See Key)	City	Code	Airlines (See Key)	City	Code	Airlines (See Key)
Bartlesville, Okla.	BVO	75-99	Bobo Dioulassa, French	BOY	26	Cabinda, Angola	CAB	107
Baankusu, Belgium			West Africa	BOY	181	Cabo Juby, Rio de Oro	CJE	124
Congo	BSU	194	Boca do Acre, Brazil	BOC	237	Caceres, Brazil	CCX	202-237
Baco, Philippine Is.	BSO	182	Bocas, Rep. Panama	BOC	96-144	Cachipito, Venezuela	CPI	20-222
Basle, Switzerland	BSL	60-221	Bodo, Norway	BOO	297	Cachoeira, Brazil	CCO	113
Basra, Iraq	BSR	26-62-180-133-179-231	Bogota, Colombia	BOG	26-49-222	Caconda, Angola	CCO	107
Bastia, Corsica	BIA	26-240	Boise, Ida.	BOI	244-249	Cardiff, Wales	CWL	2
Bata, Spanish Guinea	BSG	126	Bombay, India	BOM	27-62-187-231	Calapan, Philippine	CGY	182
Bathurst, Australia	BHS	65	Bonair, Netherlands	BON	133	Caligara, Italy	CAG	150
Bathurst, Cambodia			West Indies	BON	145	Caliponia, Brazil	CPY	237
West Africa	BTH	33A-125-248	Bonanza, Nicaragua	BOE	23-26-240	Caibarien, Cuba	CBN	90
Baton Rouge, La.	BTR	105-110-218	Bonn, Germany	BJI	194	Caicara, Venezuela	CXA	143
Batouri, Cambodia	OUR	26-242	Borba, Brazil	BRB	181	Cairns, Australia	CNS	43-48-187-227
Battle Creek, Mich.	BTL	41	Bordeaux, France	BOD	23A-26-28A-60-239B-242	Cairo, Egypt	CAI	1-26-27-27A-27B-38-45-60-62-102A-114-121-130-133-150-159-161-187-194-196-197-216-220A
Bauru, Brazil	BAU	181-247	Borger, Tex.	BGD	76	Cairo, Ill.	CIR	174
Bayamo, Cuba	BYM	90	Borrolola, Australia	BOX	98	Cajamarca, Peru	CJA	91
Beaufort West, South Africa	BFU	216	Bossangoa, Fr. Equat. Africa	BSN	26	Calabar, Nigeria	CBQ	248
Beaumont-Port Arthur, Tex.	BUJ	105-110-230	Boston, Mass.	BOS	26-41-62-110-118-150-162-168-179-205-228-231-244	Calabozo, Venezuela	CVH	143
Beaver, Alaska	BEA	160-253	Botucatu, Brazil	BCZ	247	Calapan, Philippine	CPP	182
Beaver Lodge, Sask.	YBE	69	Bouake, Fr. Equat. Africa	BYK	26-242	Calcutta, India	CCU	26-27-62-133-173-179-182-187-197-204-239B-243
Beckley, W. Va.	BKW	183	Bouar, Cameroun	BOP	26	Caldas Novas, Brazil	CVP	37
Beeville, Tex.	BEE	230	Boulder City, Nev.	BLD	54-231	Calgary, Alberta, Canada	YYC	69-228
Beira, Mozambique	BEW	106	Bourke, Australia	BRK	35-253	Calli, Colombia	CLO	49-189
Beirut, Lebanon	BEI	22-26-27A-27B-38-45-62-102A-130-133-159-161-179-187-196-197-220A-221-241	Bowen, Australia	ZBO	48	Calvi, Corsica	CLY	26
Bekily, Madagascar	OVA	26	Bowling Green, Ky.	BWG	110	Camaguey, Cuba	CMW	90-179
Bela Vista, Brazil	BVS	237	Bozeman, Montana	BZN	171	Camden, Ark.	CDN	230
Belem, Brazil	BEL	57-112A-152A-179-181-202	Bradford, Pa.	BFD	39-162	Cameta, Brazil	CMT	112A
Belfast, North Ireland	BFS	60	Brady, Tex.	BRD	230	Camiri, Bolivia	CAM	151
Belgrade, Yugoslavia	BEG	107A	Brainerd, Minn.	BRD	167	Camocim, Brazil	CMC	112A-190
Belize, Brit. Honduras	BZE	58A-63-200-232	Brandon, Man.	YBR	238	Camooeila, Australia	CML	227
Bellingham, Wash.	BLI	244	Bratislava, Czechoslovakia	BTS	77	Campanha, Brazil	CPW	237
Belmonte, Brazil	BMZ	239A	Brassaville, Fr. East Africa	BZV	26-133-242	Campbeltown, Scotland	CAL	60
Belo Horizonte, Brazil	BHZ	57-152A-181-190-202-237	Breckenridge, Tex.	BKD	184	Campeche, Mexico	CPE	94
Beloit-Janesville, Wis.	JVL	167	Brejo, Brazil	BJO	112A-202	Campina Grande, Brazil	CPV	112A-152A
Belo, Madag.	BMA	26	Bremen, Germany	BRE	183-179-197	Campinas, Brazil	CPQ	202-237
Bemidji, Minn.	BJI	167	Brewarrina, Australia	BWQ	65	Campo Grande, Brazil	CGR	181-190-202-237
Benares, India	BNX	27	Bria, Fr. Equat. Africa	BIV	26	Campos, Brazil	CQO	190
Benbecula, Scotland	BEB	60	Bridgeport, Conn.	BDR	41	Canada, Leon, Argentina	CNL	8
Bend-Redmond, Ore.	RDM	244	Briarbane, Australia	BME	26-43-48-109-187-189A-227	Cananes, Mexico	CNA	10
Bengasi, Libya	BEN	60-102A-161	Bristol, England	BRS	2	Canas, Costa Rica	CSC	144
Benguela, Angola	BUG	106	Bristol, Virginia-Johnson City-Kingsport, Tenn.	TRI	70-183	Canberra, Australia	CBR	48-227
Benin City, Nigeria	BNI	248	Brno, Czechoslovakia	BRQ	77	Candle, Alaska	CDL	38-253
Benjamin Constant, Brazil	BEJ	181	Broken Hill, Australia	BHQ	48-65-123	Cannavieiras, Brazil	CNV	181-202
Ben. Leita, Brazil	BNO	112A	Broken Hill, North Rhodesia	BHD	74	Canobie, Australia	CBY	227
Benta, Malaya	BEQ	156	Brookings, S. D.	BKX	56-261	Canton Island, South Pacific	CIS	69-179-187
Bentong, Malaya	BPG	156	Broom, Australia	BME	154	Canutama, Brazil	CUJ	181
Berbera, Br. Som.	BBO	242	Brownsville, Tex.	BRO	6-56-110-179	Cape Girardeau, Mo.	CGI	174
Berberati, Fr. Equat. Africa	BBT	242	Brownwood, Tex.	BWD	230	Cape May-Wildwood, N. J.	WWD	39
Bergen, Norway	BGO	250A	Brunette Downs, Australia	BDT	98	Capetown, So. Africa	CPT	216
Berlin, Germany	BER	79	Brunswick, Ga.	SSI	105-110	Caracas, Venezuela	CCS	20-26-38-57-63-105-126-133-143-179-222
Berlin-Milan, N. H.	BML	168	Brussels, Belgium	BRU	48A-60-133-185-179-194-197-221	Carasinho, Brazil	CRQ	113-202-210
Bermuda-Kindley Field	BDA	49-62-80-90-126-143-179-228	Bruzual, Venezuela	BRZ	143	Carauari, Brazil	CAF	181
Berne, Switzerland	BRN	221	Bryan-College Station, Texas A & M College	CLL	184-230	Caraveias, Brazil	CRV	181-202
Bertoua, Cameroun	BUW	26	Bucaramanga, Colombia	BGA	49	Caribad, N. M.	CNM	99
Besalampy, Madag.	BPY	36	Bucharest, Romania	BUH	77-79-158A-183-222A	Carlton, Australia	CRY	95
Bethel, Alaska	BET	35-169	Budapest, Hungary	BUD	77-79-158A-185-222A	Carmen de Patagones, Argentina	CPG	8
Betioky, Madag.	BKU	26	Buenavista, Philippine Islands	BVZ	182	Carnarvon, Australia	CVO	154
Bettles, Alaska	BTX	253	Buenos Aires, Argentina	EZE	8-26-38-56-57-58-113-126-133-141-147-179-180-181-197-202	Carolina, Brazil	CLN	57-112A-152A-202
Bhamo, Burma	BMO	243	Ezeiza Airport			Carson City-Minden, Nev.	MEV	54
Bhavanagar, India	BHX	27	Buenos Aires, Argentina	BUE	8-26-38-56-57-58-113-126-133-141-179-180-181-197-202	Cartagena, Colombia	CTG	49
Bhubaneswar, India	BBI	27	Buenos Aires, Argentina	BUE	8-26-38-56-57-58-113-126-133-141-179-180-181-197-202	Carupano, Venezuela	CUP	20-143-222
Bhubi, India	BJI	27	Buenos Aires, Argentina	BUE	8-26-38-56-57-58-113-126-133-141-179-180-181-197-202	Carvoeiro, Brazil	CVZ	181
Blak, Neth. Guinea	BIK	133	Buenos Aires, Argentina	BUE	8-26-38-56-57-58-113-126-133-141-179-180-181-197-202	Casablanca, French Morocco	CAS	23A-26-28A-48A-194-239-239B-242
Blarritz, France	BIO	26-60	Buenos Aires, Argentina	BAI	144	Casavel, Brazil	CAC	190-202
Bidor, Malaya	BZR	156	Buenos Aires, Argentina	BUI	39-41-70-118-162	Casigua, Venezuela	CUV	20-222
Big Bell, Australia	BBE	32	Bufo, N. Y.	BUF	187	Casper, Wyo.	CPR	119-251
Big Spring, Tex.	BGS	184	Bufo, N. Y.	BUA	187	Castlegar, B. C., Canada	YCG	69
Bilbao, Spain	BIO	48A	Bulawayo, Southern Rhodesia	BUQ	74-216	Catamarca, Honduras	CAA	200
Billings, Mont.	BIL	119-171-251	Bulololo, New Guinea	BUL	187	Catanduba, Brazil	CQV	190
Billwaskarma, Nicaragua	BIW	145	Bumba, Belgium	BMB	194	Catania, Sicily	CTA	150
Binghamton-Endicott Johnson City, N. Y.	BGM	80-118-162-231	Bundaberg, Australia	BDB	189A	Canavan, Philippine Islands	CYZ	182
Birigui, Brazil	BLI	202	Burbank, Calif.	BUR	41-118-219-231-244-251	Cauquenes, Chile	CQC	141
Birmingham, Ala.	BHM	70-105-110-218	Burrit Alegre, Brazil	BTR	237	Caxambu, Brazil	CXW	190-237
Birmingham, England	BHX	2-26-60	Burketown, Australia	BUC	227	Caxias, Brazil	CXS	112A
Birni N'Kon, French West Africa	FKN	26	Burley, Ida.	BYI	250	Cayenne, Fr. Guinea	CAY	26-183-179
Biskra, Algeria	BKS	26	Burlington, Iowa	BRL	56-174	Cayman Is., R.W.I.	CMY	62-63
Bismarck, N. D.	BIS	56-119-171	Burlington, Vt.	RTV	80-168	Cayo Mambi, Cuba	CEB	182
Bissao, Port Guinea	BXO	26	Bursa, Turkey	RTZ	241	Cebu, Philippine Is.	CEB	251
Bitam, Fr. Equat. Africa	BMM	26	Bushire, Iran	RTZ	129	Cedar City, Utah	CID	244
Blackall, Australia	BKQ	227	Butte, Mont.	BTM	171-251	Cedar Rapids, Iowa	CED	122
Blantyre, N. Rhodesia	BLZ	74-108				Ceduna, Australia	CEM	35-160-253
Blenheim, N. Z.	BHE	186						
Bloemfontein, South Africa	RFN	216						
Bloomington, Ind.	BMG	134						
Bluefield-Princeton, W. Va.	RFL	183						
Bluefields, Nicaragua	REF	145						
Blythe, Calif.	BLH	64						
Bona Vista, Brazil	BVR	202						



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Champaign-Urbana, Ill.	CMI	174	Concepcion, Chile	CCP	141	Decatur, Ill.	DEC	174
Chania, Crete	CHQ	224	Conc. de Araguaia, Brazil	CDJ	202	Dedza, Nyas	DDZ	74
Chanute, Kan.	CNU	174	Concordia, Argentina	COC	8	Deering, Alaska	DRG	35-253
Chapadinha, Brazil	CQD	112A	Concord, N. H.	CON	168	Delhi, India	NDH	27-62-179
Charleston, S. C.	CHS	105-110-163	Condoto, Colombia	COG	49	Delta Downs, Australia	DDN	48
Charleston, W. Va.	CHW	41-70-110-183	Conquista, Brazil	CQS	190-237	Deniliquin, Australia	DNQ	48
Charleville, Australia	CTL	66-227	Constantine, Algeria	CZL	26	Denpasar/Bali, Indonesia	DPS	127
Charlotte, N. C.	CLT	70-110-183-218	Cooktown, Australia	CTN	48	Denver, Colo.	DEN	56-99-119-244-251
Charlottetown, P. E. I.	YYG	157	Coolawanya, Australia	COY	154	Derby, Australia	DRB	154
Charters Towers, Australia	CXT	227	Coolbah, Australia	COB	99	Des Moines, Iowa	DSM	56-244
Chatham, Alaska	CYM	36-101	Coonamble, Australia	CNB	65	Detroit, Mich., Wayne Major Airport	RML	41-70-105-110-118-167-171-179-205-231-244
Chattanooga, Tenn.	CHA	70-105-110	Copan (Ruins), Honduras	RUY	200	Detroit, Mich. (Willow Run Airport)	YIP	41-70-105-110-118-167-171-179-205-231-244
Chelalis-Centralia, Washington	CLS	249	Copenhagen, Denmark	CPH	4-26-60-77-117-125-133-162-179-185-194-197-221-231	Dhahran, Saudi Arabia	DHA	27A-122A-133-159-196-231
Chena Hot Springs, Alaska	CEX	35	Copiapó, Chile	CPO	141	Dianopolis, Brazil	DNO	202
Chenega, Alaska	CHN	101	Copper Centre, Alaska	CZC	101	Diego Suarez, Madagascar	DIE	26
Cherrapun, Australia	CBC	154	Couquihaville, Belgium	CQL	194	Dillingham, Alaska	DLG	58-169-175
Chetumal, Mexico	CTM	58A-94	Congo	COR	8-147	Dinard, France	DNR	26-60
Cheyenne, Wyo.	CYS	119-244-251	Cordoba, Argentina	CDV	101-175	Dipolog, Philippine Is.	DPL	182
Chicago, Illinois	CHI	26-41-56-62-70-105-110-118-134-167-171-174-179-205-228-231-244	Cornelio Procopio, Brazil	CKO	113-190	Dire Dawa, Ethiopia	DIR	1-114
Midway Airport			Coro, Venezuela	CZE	20-222	Diyarbakir, Turkey	DIY	241
Chichagof, Alaska	CIG	36	Corowa, Australia	COW	227	Djakarta, Indonesia	JKT	26-62-127-133-187
Chicken, Alaska	CKX	36	Corozal, Colombia	CZU	49	Djambantina, Brazil	DMT	237
Chiclayo, Peru	CIX	91	Corpus Christi, Tex.	CRP	55-110-230	Djambala, French Equat. Africa	DJM	26
Chico, Calif.	CIC	219	Corquin, Honduras	COQ	200	Djerba, Tunisia	DJE	240
Chihuahua, Mexico	CUU	10-228A	Corrientes, Argentina	CNQ	8	Dodge City, Kan.	DDC	99
Chilan, Chile	YAI	141	Cortez, Colo.	CEZ	181-202-237	Dodoma, Tanganyika	DOD	108
Chisana, Alaska	CZN	101	Columbia, Brazil	CMG	187	Dolisie, French Equat. Africa	DIS	26-242
Chitina, Alaska	CXC	101	Coscos-Keeling Island	CKK	187	Dominica, Windward Island	DOM	51
Chittagong, Pakistan	CGP	27-173-243	Cosermansville, Belgian Congo	COV	194	Dong Hoi, Indo-China	DOI	31A
Chukai, Malaya	CQI	166	Cotabato, Philippine Islands	CBO	182	Dongola, Ang. Eg. Sud.	DOG	220
Chupanga, Mozam.	CPJ	106	Cotonou, French West Africa	COO	26-242	Dothan, Ala.	DHN	110
Christchurch, N. Z.	YQQ	69	Council, Alaska	CIL	35	Douala, French Equat. Africa	DLA	26-126-239B-242
Christmas Creek, Australia	CKX	154	Cowell, Australia	CCW	122	Douglas-Bisbee, Ariz.	DUG	41
Ciego de Avila, Cuba	CDA	90	Craig, Alaska	CGA	112	Dourados, Brazil	DOU	190-237
Cienfuegos, Cuba	CFG	90	Cranbrook, B. C., Canada	YXC	69	Dover, Del.	DOV	39
Cincinnati, Ohio	CVG	41-105-134-183-205-231	Crescent City, Calif.	CEC	219	Dubbo, Australia	DRO	65
Circle, Alaska	CRC	169-253	Creswell Downs, Australia	CSD	99	Dublin, Ireland	DUB	2-133
Circle Hot Springs, Alaska	CCZ	169-253	Crooked Creek, Alaska	CKD	169	Dubrovnik, Yugoslavia	DBV	132
Ciudad Bolivar, Venezuela	CBL	20-143	Croydon, Australia	CDQ	48	Dubuque, Iowa	DBQ	56
Ciudad del Carmen, Mexico	CME	94	Cruz Alta, Brazil	CZB	113	Duce Nombre, Honduras	DUL	200
Ciudad Juarez, Mexico	CJS	10-41-99-230	Cruzeiro do Sul, Brazil	CZS	181-202	Duluth, Minn.	DLH	167
Ciudad Obregon, Mex.	CEN	10-228A	Cucui, Brazil	CBZ	181	Superior, Wis.	DLH	167
Ciudad Trujillo, Dominican Republic	CTJ	71-92-105-133-179	Cucuta, Colombia	CUC	49	Dumaguette, Philippine Islands	DGT	182
Ciudad Victoria, Mex.	CVM	94	Cue, Australia	CUE	32	Dunbar, Australia	DNB	48
Clarksburg, W. Va.	CKB	70	Cuenca, Ecuador	CUE	180	Dunedin, N. Z.	DUD	166
Clarks Point, Alaska	CLP	58-169	Cuiaba, Brazil	CGB	181-190-202-237	Durango, Colo.	DKN	156
Clermont, Australia	CMQ	189A	Cullacan, Mexico	CUL	10	Durango, Mexico	DGO	10
Clermont-Ferrand, France	CFE	23	Cumana, Venezuela	CUM	20-143-222	Durban, South Africa	DUR	74-106-108-216
Cleve, Australia	CVC	122	Cumberland, Md.	CBE	89	Dusseldorf, Germany	DUS	4-26-27-60-62-126-138-179-181-194-197-221-228
Cleveland, Ohio	CLE	39-41-70-105-118-134-171-205-228-231-244	Cunderdin, Australia	CKO	32	Dutch Harbor, Alaska	DUT	191
Clifton-Morenci, Ariz.	CFT	119	Cunnamulla, Australia	CMA	65-189A	Dzaouzi, Is. Comores	DZA	26
Clinton, Iowa	CWI	56	Curacao, Netherlands West Indies	CUR	133-143-179			
Clintonville, Wis.	CLI	167	Curitiba, Brazil	CWB	57-181-190-202-231A			
Cloncurry, Australia	CNJ	227	Currallinho, Brazil	CUO	181			
Clovie, New Mexico	CVS	184	Cut Bank, Mont.	CTB	251			
Cluj, Romania	CLJ	222A	Cuzco, Peru	CUZ	91			
Coalcoman, Mexico	CCL	10						
Coari, Brazil	CZA	181						
Cobija, Bolivia	CLJ	151						
Cochabamba, Bolivia	CBB	151-180-202						
Cochin, India	COK	27						
Codajaz, Brazil	CDZ	181						
Codo, Brazil	CDX	112A						
Cody, Wyo.	COD	119						
Coen, Australia	COU	48						
Coeur d'Alene, Idaho	COE	250						
Coffs Harbour, Australia	CFS	47						
Coimbatore, India	CJB	27						
Cold Bay, Alaska	CDB	191						
Coleman, Tex.	CLQ	230						
Colima, Mex.	CLQ	10						
Colonge, Germany	CGN	26-60-179-194						
Colomb Bechar, Algeria	CBH	26						
Colombo, Ceylon	CMB	24-27-62-133-187-231						
Colonla Yerua, Argentina	CYR	88						
Colorado Creek, Alaska	COJ	169						
Colorado Springs, Colo.	COS	56-99						
Columbia, Mo.	CBI	174						
Columbia, S. C.	CAE	105-110						
Columbus, Ga.	CSG	105-110-218						
Columbus, Miss.	URS	218						
Columbus, Ohio	CMH	41-134-205-231						
Comodoro Rivadavia, Argentina	CRD	8						
Conakry, French West Africa	CKY	24-242						
Concepcion, Bolivia	CEP	180						



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Hobart, Australia	HBA	43-48-227
Hobbs, N. M.	HOB	99
Hokitike, N. Z.	HKK	166
Holguin, Cuba	HOG	90
Hollakchuk, Alaska	HOL	35
Hollandia, New Guinea	HLA	133-187
Holy Cross, Alaska	HCR	35-169
Homer, Alaska	HOM	169-175
Hongkong, China	HKG	26-27-31A-62-69- 72-78A-124A-179- 182-187-197-204
Honiara,		
Br. Solomon Is.	HIR	187
Honolulu, Oahu,		
Hawaii	HNL	69-123-130A-171- 179-187-229-244
Hoohnah, Alaska	HNH	36
Hooper Bay, Alaska	HPB	169
Hoquiam-Aberdeen,		
Wash.	HQM	250
Hot Springs, Alaska	HGS	169
Hot Springs, Ark.	HOT	105-230
Hot Springs, S. D.	HSR	251
Houlton, Me.	HUL	168
Houston, Tex.	HOU	56-99-105-110- 179-184-205-230
Humayta, Brazil	HYT	181
Hue, Indo-China	HUI	31A
Hughendon, Australia	HGD	227
Hughes, Alaska	HUS	253
Huntsville, Ala.	HSV	70-110
Hurn, England	HUR	2-8-26-27-33A- 38-60-62-74-107A- 111-125-126-133- 143-179-181-187- 194-197-216-221- 224-228-231-239
Huron, S. D.	HON	56-251
Hutchinson, Kan.	HUT	99
Hualien, Formosa	HWL	79A
Hyannis, Mass.	HYA	168
Hydaburg, Alaska	HYG	112
Hyderabad, India	HYD	27
Ibadan, Nigeria	IBA	248
Ibague, Colombia	IBE	49
Icabaru, Venezuela	ICA	143
Icana, S. F., Brazil	INA	181
Idaho Falls, Ida.	IDA	250-251
Idagigir, Alaska	IGG	169
Iguassu Falls, Brazil	IGU	8-113-190
Ilehus, Brazil	IOS	57-152A-202-237
Iliamna, Alaska	ILI	169-175
Iloilo, Phil. Islands	ILO	182
Imperatriz, Brazil	IMP	112A
Imperial-El Centro,		
Calif.	IPL	54
Imphal, India	IMF	27
Indianapolis, Ind.	IND	41-105-110-134- 174-205-231
Inhamitane,		
Mozambique	INH	106
Innsbruck, Austria	INN	133-221
Inongo, Belgian Congo	INO	194
In Salah, Algiers	INZ	26
International Falls,		
Minn.	INL	167
Invercargill, N. Z.	IVC	166
Inverway, Australia	IVW	98
Ioakern, Calif.	IYK	219
Iokanna, Greece	IOA	224
Iowa City, Iowa	IOW	244
Ipaneri, Brazil	IPA	237
Ipiates, Colombia	IFI	49
Ipo, Malaya	IPH	156
Ipora, Brazil	IPO	237
Iquique, Chile	IQQ	141
Iquitos, Peru	IQT	91-181
Iringa, Tanganyika	IRI	194
Iron Mountain, Mich.	IMT	167
Iron Range, Australia	IRG	48
Ironwood, Mich.	IWD	167
Irumu, Belgian Congo	IRM	194
Isfahan, Iran	IFN	129
Iskenderun, Turkey	ISK	241
Islay, Scotland	ILY	60
Isle of Man, Brit. Isles	IOM	2-60
Ismir, Turkey	IZM	241
Istanbul, Turkey	IST	26-27B-60-102A- 111-182-133-150- 179-181-197-221- 224-241
Itahupa, Brazil	ITN	202-237-239A
Itacare, Brazil	ITE	239A
Itacoatiara, Mex.	ITA	181
Itajai, Brazil	ITJ	113-202-231A
Itaqui, Brazil	ITO	113
Itasca, N. Y.	ITH	162
Iuatuba, Brazil	ITU	237
Ivanhoe, Australia	IVE	98
Inverness, Scotland	INV	60
Iwakuni, Japan	IWA	79A-130A-132A- 187
Ixtapex, Mex.	IZT	94

City	Code	Airlines (See Key)
Jacarezinho, Brazil	JCZ	190
Jackson, Mich.	JXN	41
Jackson, Miss.	JAN	105-218
Jackson, Wyo., West		
Yellowstone, Mont.	JAC	251
Jacksonville, Fla.	JAX	105-110-163-218
Jack Wade, Alaska	JAW	253
Jaffa, Israel	JFA	26-62-102A-111- 133-150-194-197- 221-231
Jaffna, Ceylon	JAF	24
Jaguara, Brazil	JGB	113
Jaipur, India	JAI	27
Jamestown, N. Y.	JHW	39
Jamestown, N. D.	JMS	171
Jamnagar, India	JGA	27
Januaria, Brazil	JNA	237
Jaquinet Bay,		
N. Guinea	JAQ	187
Jatal, Brazil	JTI	237
Jeddah, Saudi Arabia	JED	1-27B-45-114- 161-196-220
Jenderata, Malaya	JEN	156
Jequitinhonha, Brazil	JEQ	237
Jersey, Channel Island	JER	2-60
Jerusalem, Israel	JRS	27A-27B-45-159
Jesselton,		
Br. N. Borneo	JES	72-156
Jibuti, Fr.		
Somaliand	JIB	1-22-38-114-239B
Joacaba, Brazil	JCB	113-202
Jono Pessoa, Brazil	JPA	112A-113-181-202
Jodhpur, India	JDH	27
Jorja, Indonesia	JOG	127
Johannesburg,		
South Africa	JNB	62-74-106-111- 133-179-187-194- 197-216-242
Johnstown, Pa.	JST	89
Joinville, Brazil	JOI	113-231A
Jolo, Philippine Is.	JOL	182
Joplin, Mo.	JLN	41-56-174
Jos, Nigeria	JOS	248
Juba, Anglo Egyptian		
Sudan	JUB	33A-125-194-220
Jujuy, Argentina	JUJ	8
Julia Creek, Australia	JCK	227
Juneau, Alaska	JNU	36-112-175-179
Juticalpa, Honduras	JUT	200
Kabalo, Belgian Congo	KBO	194
Kabul, Afghanistan	KBL	27-70
Kaduna, Nigeria	KAD	248
Kaedi, Fr. W. Africa	KED	25
Kaikohe, Australia	KKO	166
Kaile, Cameroons	KLE	26-242
Kaitia, N. Z.	KAT	166
Kake, Alaska	KAE	36
Kalabo, No. Rhodesia	KLB	74
Kalamazoo, Mich.	AZO	41-134
Kalgoorlie, Australia	KGI	32-48
Kalispell, Mont.	KCA	171
Kalslag, Alaska	KLG	169
Kailua, Alaska	KAL	35-169
Kamaran Isl., Aden	KAM	1
Kamina, Belg. Congo	KMN	194
Kamloops, British		
Columbia	LKA	69
Kampala, Uganda,		
Africa	KLA	108
Kamuela, Hawaii	KME	123
Kamwenge, Uganda	KMW	108
Kankan, Ivory Coast	KNN	26-242
Kano, Nigeria	KAN	26-62-133-194-239
Kansas City, Mo.	MKC	56-99-105-205-231
Kapuskasing, Ontario,		
Canada	YYU	228
Karachi, Pakistan	KHI	26-27-62-129-133- 175-178A-179-182- 187-239B
Karawala, Nic.	KAX	145
Karonga, Nyas.	KGJ	74
Karungie, Australia	KRU	154
Kasama, No. Rhodesia	KAA	74
Kasese, Uganda	KSE	108
Kasilo, Alaska	KAS	175
Kasungu, Nyas	KGQ	74
Katalla, Alaska	KTA	101
Katherine, Australia	KTR	98-227
Kavala, Greece	KVA	224
Kavieng, New Guinea	KVG	156A-187
Kayes, Senegal	KYS	26
Kaysenyl, Uganda	KYI	108
Keene, N. H.	KNE	162-168
Keetmanshoop,		
Swt. Africa	KMP	216
Keflavic, Iceland	KEF	179
Kemi, Finland	KEM	4
Kempsey, Australia	KPS	65
Kennai, Alaska	ENA	169-175
Kenilau, N. Borneo	KGU	156
Keokuk-Fort Madison,		
Iowa	EOK	174
Kerang, Australia	KRA	48
Kerema, N. Guinea	KMA	187
Kerman, Iran	KER	129

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Kerrville, Tex.	ERV	230
Ketchikan, Alaska	KTN	36-112-179
Key West, Fla.	MEF	17-163
Khartoum, Sudan	KMT	1-26-33A-62- 102A-114-125-161- 194-197-216-220
Kieta, New Guinea	KIE	187
Kigali, Belgian Congo	KGL	194
Kikori, New Guinea	KRI	187
Kikwit, Belg. Congo	KKW	194
Kimberly, South Africa	KIM	216
Kimberley Downs,		
Australia	KBD	154
Kimsham, Alaska	KMM	36
Kindu, Belgian Congo	KND	194
King Island, Australia	KNS	45
Kingaroy, Australia	KGY	189A
Kingman, Ariz.	IGM	64
Kingscote, Australia	KGC	122
Kingston, Jamaica	KIN	49-62-63-90-133- 179-192-228
Kinston, N. C.	KSN	133
Kipnuk, Alaska	KPN	169
Kirkenes, Norway	KKN	197
Kirkwall, Orkney Is.	KOI	60
Kiruna, Sweden	KRN	197
Kisumu, Kenya	KIS	108
Kitale, Kenya	KTL	108
Klagenfurt, Austria	KLU	133
Klamath Falls, Ore.	LMT	244-250
Klawock, Alaska	KLW	112
Knoxville, Tenn.	TYS	41-79-105-183
Kodiak, Alaska	NHB	175-191
Kogglunr, Alaska	KOG	169
Kokoda, New Guinea	KOD	119A
Kokomo, Ind.	OKK	134
Kokines, Alaska	KKS	169
Kolwezi, Belg. Congo	KWZ	194
Kona-Kailua, Hawaii	KOA	123-229
Koolatah, Australia	KOH	48
Koronadal,		
Philippine Islands	KDL	182
Kosice, Czechoslovakia	KSC	77
Kota, Bahru, Malaya	KBR	166
Kotlick, Alaska	KOT	169
Kotzebue, Alaska	OTZ	35-253
Koyuk, Alaska	KKA	35
Koyukuk, Alaska	KYU	169
Krakow, Poland	KRK	185
Kribi, Cameroun	KBI	26
Kristiansand S.,		
Norway	KRS	133-194-197
Kristiansund, Norway	KSU	172
Kuala, Lumpur,		
Malaya	KUL	156
Kuantan, Malaya	KUA	156
Kuching, Sarawak	KCH	156
Kudat, N. Borneo	KUD	156
Kulgera, Australia	KGR	98
Kumasi, Gold Coast	KMS	248
Kupang, Indonesia	KOE	127
Kurundi, Australia	KRD	98
Kutaradja, Indonesia	KRJ	127
Kuwait, Kuwait Pr.	KWI	27B-62-102A- 129-130-159-161- 196-220A
Kwigillingok, Alaska	KWK	169
Kwiguk, Alaska	KWG	35-169
La Baule, France	LBV	26
Labrea, Brazil	LBR	181
Labuan, British		
N. Borneo	LBU	26-72-156-187
La Ceiba, Honduras	LCE	200
Laconia, N. H.	LCL	168
La Crosse, Wis.	LCS	167
La Cumbre, Argentina	LCM	8
Lae, New Guinea	LAE	119A-156A-187
La Esperanza,		
Honduras	LEZ	200
Lafayette-New Iberia,		
La.	LFT	110
La Fria, Venezuela	LFR	222
Lago Argentino,		
Argentina	ING	8
Lagos, Nigeria	LOS	26-62-242-248
LaGrande, Ore.	LGD	249
Laguna, Brazil	LGG	202-231A-247
Lahore, Pakistan	LHE	27-173
Lajunta, Colo.	LHX	98
Lake Charles, La.	LCH	110
Lake Kutub,		
New Guinea	LKU	187
Lakeland, Fla.	LAL	163
Lake Minchumina,		
Alaska	LAM	169
Lanai, Hawaii	LNI	123
Lancaster, Pa.	LNS	39-80
Land o' Lakes, Wis.	LNL	167
Land's End, England	LEQ	60
Langsing, Mich.	LAN	70-167
Laos, Philippine Is.	LAO	182
Lapa, Brazil	LAP	57-237-239A
La Paz, Bolivia	LBP	56-141-151-180
La Paz, Mexico	LAP	10-228A
Laramie, Wyo.	LAR	119
Laredo, Tex.	LRD	56



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Lashio, Burma	LSH	243	Lwow, Poland	LWO	79	Masbate,		
La Serena, Chile	LSC	141	Lydda, Israel	LYA	26-62-102A-111- 133-150-194-197- 221-231	Philippine Islands	MBT	182
Las Palmas,						Mason City, Iowa	MCW	56
Canary Islands	LPA	48A-126				Masena, N. Y.	MSS	80
Las Piedras, Venezuela	LSP	20-222	Lynchburg, Va.	LYH	183	Matadi, Belgian Congo	MAT	194
Lastoville, French			Lynn Lake, Manitoba	YYL	69-76	Matamoros, Mex.	MAM	56-110-179
Equat. Africa	LTL	26	Lyon, France	LYS	28-28A-26-28A	Mati, Philippine Is.	MXI	182
Las Vegas, Nev.	LAS	54-231-244-251				Maturin, Venezuela	MUN	20-143-222
La Touche, Alaska	LTF	101				Matos, Brazil	MBZ	181
Launceston, Tasmania	LST	43-48-227	Maastricht,			Maul-Kabulit, Hawaii	OGG	123-229
Laurel, Miss.	LUL	213	Netherlands	MST	194	Maul-Hana, Hawaii	HNM	123
Lavras, Brazil	LVO	237	Macapa, Brazil	MCP	202	Mauritius, Ind. Ocean	MUR	26-187
Lawrence, Mass.	LWM	168	Macao, Brazil	MCZ	57-113-152A-181- 190-202-237	Maugere, Indonesia	MOF	127
Lawton-Fort Sill,						Mayaguez, Puerto Rico	MAZ	71
Okla.	LAW	75-99	Machado, Brazil	MCH	237	Mayaguez, Cuba	MJG	90
Learnmouth, Australia	LEA	154	Mackay, Australia	MYK	43-48-227	Mayumba, Fr. Equat.		
Legaspi,			Macon, Ga.	MCN	105-110	Africa	MYB	20
Philippine Islands	LGP	182	Madang, New Guinea	MAG	119A-166A-187	Mazatlan, Mex.	MZT	10-94
Leningrad, U.S.S.R.	LED	79	Madison, Wis.	MSN	167-171	Mbeys, Tanganyika	MBI	74-108
Leonora, Australia	LNO	32	Madras, India	MAA	24-27	McAlester, Okla.	MLC	75
Leon, Mex.	LEN	10	Madrid, Spain	MAD	8-23A-26-28A- 48A-49-60-90-126- 133-143-181-194- 197-221-231-239	McAllen-Edinburg, Tex.	MMK	230
Leopoldville,			Garcia Morato Airport			McCall, Ida.	MYL	249
Belgian Congo	LEO	107				McCarthy, Alaska	MYX	101
Lerwick,						McDonald Downs,		
Shetland Islands	LSI	40	Mafia, East Africa	MFA	108	Australia	MNW	93
Lethbridge, Alta.	YQL	228-251	Mafrs, Brazil	MFZ	202	McGrath, Alaska	MCG	35-169
Levelock, Alaska	LLK	58-169	Magangue, Colombia	MGN	49	McKinley, Alaska	MPK	169
Lewiston, Ida.			Magdalena, Bolivia	MGD	151	McMurray, Alaska	YMP	69
Clarkston, Wash.	LWS	250	Magdalen, Ark.	AGO	230	McPherson, Mack.		
Lewistown, Mont.	LWT	251	Magadoro, Madagascar	VVB	248	Mecca, Saudi Arabia	EGA	1-27B-45-114- 161-196-220
Lexington-Frankfort,			Maiduguri, Nigeria	MIU	248			
Ky.		105-110-153	Maintirano, Madag.	MXT	28	Medan, Indonesia	MES	127-156
Libenge, Belgian	LIE	194	Maquetia, Venezuela	MIQ	20-26-38-57-63- 105-126-133-143- 179-222	Medellin, Colombia	MDE	49-179-244A
Congo	LIR	77				Medford, Ore.	MFR	219-244-249
Liberec, Czechoslovakia	LIR	77	Malajuna, Madag.	MJN	26	Medina, Alaska	MDR	169
Liberia, Costa Rica	LBI	162	Makakou, Fr. Equat.			Medicine Hat, Alta.	YXH	228
Liberty-Monticello,			Africa	MKU	26	Meekatharra,		
N. Y.	LYM	162	Makassar, Indonesia	MSR	127	Australia	MKR	52
Libreville, French			Makoua, Fr. Equat.			Meknes, Fr. Morocco	MEK	28A-28A
Equat. Africa	LBV	26-239B-242	Africa	MKJ	26	Melbourne, Australia	MEB	43-48-187-223-227
Liege, Belgium	LGG	194	Malacca, Malaya	MKZ	156	Melilla, Span. Morocco	MLN	126
Lihue-Kauai, Hawaii	LIH	123	Malaga, Spain	AGP	126	Memphis, Tenn.	MEM	41-56-70-105- 110-218-230
Lille, France	LIL	194	Malakal, Anglo					
Lilongwe, Nyasaland	LLW	74	Egyptian Sudan	MAK	220	Menado, Celebes, Indo.	MDC	127
Lima, Ohio	LIA	134	Malatya, Turkey	MLX	241	Mendoza, Argentina	MDZ	8-141
Lima, Peru	LIM	8-56-69-91-133- 143-180-181-237	Malaybalay,			Merauke, New Guinea	MRK	138
			Philippine Islands	MBV	182	Merced, Calif.	MCE	244
Limon, Costa Rica	LIO	144	Malmo, Sweden	MMA	197	Mergui, Burma	MGZ	243
Lincoln, Neb.	LNK	56-244	Malone, N. Y.	MAL	80	Merida, Mex.	MUD	94-179
Lindi, Tanganyika	LID	108	Malindi, Kenya	MIA	38A-60-74-125	Merida, Venezuela	MRD	20-143

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Mompox, Colombia	MMP	49	Narrandera, Australia	NRA	48-65	Oaxaca, Mex.	OAX	94
Moncton, N. B.	YQM	157-168-228	Nashville, Tenn.	BNA	41-110	Obidos, Brazil	OBI	181
Mongo, Fr. Equat.			Nassau, Bahamas Is.	NAS	51-62-155-179-192-228	Ocala, Fla.	OAL	110
Morocco, Africa	MVO	26	Natal, Brazil	NAT	8-57-112A-113-126-152A-181-202	Ogden, Utah	OGD	244-251
Mongu, No. Rhodesia	MNR	74	Natchez, Miss.	NTZ	218	Ohogamute, Alaska	OHO	169
Monkey Bay, Nyas	ONB	74	Natividade, Brazil	NAV	202	Ohrid, Yugoslavia	OHD	132
Monrovia, La.	MLU	105-218	Ndola, No. Rhodesia	NDO	10	Oiapoque, Brazil	OYK	202
Monrovia, Liberia	MLW	26-179	Neiva, Colombia	NVA	33A-74-125-194	Okinawa, Ryuku Is.	OKA	79A-130A-171-182
Monte Alegre, Brazil	MTE	181-202	Nellie Juan, Alaska	NEU	49	Oklahoma City, Okla.	OKC	41-56-75-99
Monte Carmelo, Brazil	MQO	237	Nelson, N. Z.	NSW	166	Olanchito, Honduras	OAN	200
Monte Caseros, Argentina	MCS	8	Nenana, Alaska	ENN	35-169	Olbina, Italy	OLB	150
Monte Carlos, Brazil	MOC	237	Neuquen, Argentina	NGN	8	Olomouc, Czechos.	OLO	77
Montego Bay, Jamaica			Newark, N. J.	EWK	39-41-110-118-162-163-165-205-231-244	Olympia, Wash.	OLM	249
Brit. West Indies	MBJ	49-62-63-105-179-228	New Bedford, Mass.	EWB	168	Omaha, Neb.	OMA	56-244
Montelibano, Colombia	MTB	49	New Bern, N. C.	EWB	168	Onslow, Australia	ONS	154
Monterey, Calif.	MRY	219	Newcastle, Australia	NTL	227	Ontario, Calif.	ONT	255
Monterrey, Colombia	MUY	49	Newcastle, England	NCL	60-125	Ontario, Ore.	ONO	249
Monteria, Colombia	MTB	49	New Glasgow, Nova Scotia	MNG	157	Ondnadata, Australia	ODD	227
Monterrey, Mex.	MTY	6-10-41-94-133	New Haven, Conn.	NHV	41-110	Ophir, Alaska	OPH	35-169
Montevideo, Uruguay	MVD	8-26-38-57-88-113-126-133-141-179-181-186-190-197	New London, Conn.	GON	168	Oporto, Portugal	OPO	239
Monte Vista, Colo.	MVS	119	New Orleans, La.	MSY	56-70-105-110-163-179-218-222	Oradea, Mare, Roumania	OMR	222A
Montgomery, Ala.	MGM	105-110	New Plymouth, N. Z.	NPL	166	Oran, Algiers	ORN	23-23A-26-28A-48A
Monto, Australia	MNO	189A	Newport News, Va.	NNW	70-183	Oran, Argentina	ORA	8
Montpellier, France	MPL	23	Newry, Australia	NRY	98	Orange, Mass.	ORE	168
Montreal, Quebec, Canada	YML	26-62-69-80-133-168-228	New York, N. Y. (Idlewild)	IDL	8-26-39-41-49-62-80-110-111-118-126-133-143-150-152-162-163-165-168-171-179-192-193-194-197-205-221-228-231-244	Ord River, Australia	ODR	98-154
Montrose, Colo.	MTJ	119	New York, N. Y. LaGuardia Airport	LGA	8-26-39-41-49-62-80-110-111-118-126-133-143-150-152-162-163-165-168-171-179-192-193-194-197-205-221-228-231-244	Orlando, Fla.	ORL	110-163
Moose Jaw, Sask.	YMJ	69	N'Gaoundere, Camaroug	NGE	26-242	Oruro, Bolivia	ORU	151-180
Morafenobe, Madag.	TVB	26	Nha-Trang, Indo-China	NHA	31A	Osaka, Japan	OSA	130A
Morehead City, N. C.	MRH	183	Niagara Falls, N. Y.	NFS	39-41-70-162	Oshkosh, Wis.	OSH	167
Morolia, Mex.	MLM	10	Niamey, Fr. West Africa	NIM	26	Osimo, Chile	ZOS	141
Morgantown, W. Va.	MGT	70	Nice, France	NCE	23A-26-28A-38-60-133-150-179-197-221-240-242	Oslo, Norway	OSL	55-60-125-133-179-194-197
Morogoro, Tanganyika	MGT	103	Nicholson, Australia	NLS	98-154	Ostend, Belgium	OST	194
Morombe, Madag.	MXM	26	Nicosia, Cyprus	NCY	27B-60-102A-111-159-224-241	Ostrava, Czechos.	OST	77
Morondava, Madag.	MOQ	26	Nicoya, Costa Rica	NCT	144	Otu, Colombia	OTU	49
Moroni, Grande Comore	YVA	26	Nikolai, Alaska	NKI	169	Ottawa, Ontario, Canada	YOW	80-228
Morrinhos, Brazil	MRR	237	Nimiklik, Alaska	NIN	175	Ottumwa, Iowa	OTM	56
Moscow, U. S. S. R.	MOW	79	Niokolo, Belgian Congo	NOG	10	Ouagadougou, French West Africa	OUA	26
Moses Point, Alaska	MOS	35	Nogales, Mex.	NOG	10	Ouesses, French Equat. Africa	OUE	26
Moshi, Tanganyika	MSI	108	Nome, Alaska (Nome Field)	OME	35-179-253	Oujda, Fr. Morocco	OUJ	23A-28A
Mossamedes, Angola	MSZ	107	Nondalton, Alaska	NNN	169	Ourinhos, Brazil	ORS	247
Mossoro, Brazil	MSD	112A-191-202	Noonkanbah, Australia	NKB	154	Ovaline, Chile	OVL	141
Mosul, Iraq	OSM	130	Norfolk Is., South Pacific	NLK	166-187	Owatonna, Minn.	OWA	56
Mouila, Fr. Equat. Africa	MJL	26-242	Norfolk, Neb.	OFK	56	Oxnard, Calif.	QXR	219</

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Pedro Bay, Alaska	PED	169	Port Moresby,	POM	119A-156A-187	Redding, Calif.	RDD	219
Peixe, Brazil	PXE	202	New Guinea		8-57-115-179-	Red Lake, Ontario,		
Peking (Peipang),			Porto Alegre, Brazil	POA	181-186-190-202-	Canada	YRL	76
China	PEP	79			210-231A-247	Regina, Sask.	YQR	69-228
Pelican, Alaska	PEC	36	Porto Alexandre,			Rehoboth Beach, Del.	REH	59
Pelotas, Brazil	PET	118-202-210	Angola	PLX	107	Remanso, Brazil	RSO	237
Pemba Is., Zanzibar	PMA	108	Porto Amboim,			Renmark, Australia	RMK	122
Penang, Straits			Angola	PBM	107	Reno, Nev.	RNO	54-244
Settlement	PEN	155-204-243	Porto Amelia,			Resistencia, Argentina	RES	8
Pendleton, Ore.	PDT	244-249	Mozambique	POL	106	Resolution, N. W. T.	JRE	69
Penedo, Brazil	PNW	113	Porto Nacional, Brazil	PNB	57-202	Reunion Is., Indian		
Pensacola, Fla.	PNS	110-163	Porto Velho, Brazil	FVH	181-202	Ocean	RUN	26
Penticton,			Port of Spain,			Reykjavik, Iceland	REK	117-152
British Columbia	YYF	69	Trinidad, BWI	POS	8-26-57-61-	Rhineland, Wm.	RHI	167
Penzance, England	PZE	60			62-63-133-	Rhodes Island, Greece	RHO	224
Peoria, Ill.	PIA	41-174-231	Port Piri, Australia	PPI	143-179-228	Riberalta, Bolivia	RIB	151
Pereira, Colombia	PEI	49	Port Sudan, Sudan	PZU	1-102A-114-161-	Ribeirao Preto, Brazil	RAO	190-247
Perpignan, France	PGF	23-23A-23A			196-220	Richmond, Australia	RCM	227
Perth, Australia	PER	32-48-164-187-227	Port Walter, Alaska	PWR	36	Richmond, Ind.	RID	134
Peshawar, Pakistan	PEW	173	Porznan, Poland	POZ	185	Richmond, Va.	RIC	41-70-110-163-183
Petersburg, Alaska	PSG	36-112	Posadas, Argentina	PSS	8	Rineanna, No. Ireland	RNA	1-133-150-179-
Petoskey, Mich.	PLN	70	Potosi, Bolivia	POI	151			194-221-228-231
Philadelphia, Pa.	PHL	89-41-70-80-110-	Poughkeepsie, N. Y.	POU	80	Rijeka, Yugoslavia	RIK	132
		118-163-179-192-	Powell, Wyo.	POY	119	Rio Branco, Brazil	RBR	202
		205-231-244	Poxoreu, Brazil	PXR	237	Rio Cuarto, Argentina	RCU	8
Phoenix, Ariz.	PHX	41-54-119-231	Prague, Czechoslovakia	PRG	26-77-79-123-	Rio de Janeiro,	RIO	8-26-38-56-57-
Phiomut, Alaska	PMU	85-169			155A-183-194-	Brazil		113-126-133-
Piaus, Brazil	PIJ	202			221-222A			152A-179-181-
Pickle Lake,			Prescott, Ariz.	PRC	54-119			190-197-202-221-
Ontario, Canada	YPL	76	Pres. Prudente, Brazil	PPB	190-247			231A-237-247
Pierre, S. D.	PIR	251	Pres. R. Saens Pena,	PRQ	8	Rio Gallegos, Argen.	RGL	8-141
Pillar Bay, Alaska	PBY	36	Argentina			Rio Grande, Argentina	RGA	8
Pilot Point, Alaska	PIP	58-169	Presidente Venceslau,	PWC	190	Rio Grande, Brazil	RGR	113-202-210
Pilot Station, Alaska	POJ	35-169	Brazil			Riohacha, Colombia	RCH	49
Pine Bluff, Ark.	PRF	230	Presque Isle, Me.	PQI	168	Rio Preto, Brazil	RPQ	190
Piraju, Brazil	PJU	202	Preston, Cuba	PST	90	Rio Verde, Brazil	RIZ	237
Pirapora, Brazil	PPR	237	Prestwick, Scotland	PIK	62-179-197-228	Riverton, Wyo.	RIW	119
Pires do Rio, Brazil	PBY	202-237	Pretoria, South Africa	PRY	62-74-106-111-	Riyon, Aden Prot.	RIY	1
Pisa, Italy	PSG	150			183-179-187-194-	Ronanoke, Va.	ROA	41-110-183
Pittsburgh, Pa., Alle-	AGC	39-70-110-134-	Prince Albert, Sask.	YPA	197-216-242	Robertsfield, Liberia	ROB	26-179
gheny County Airport		171-205-231	Prince George,		69-195A	Robleito, Venezuela	ROZ	20-143-221A
Pittsburgh, Pa.	PIT	39-70-110-134-	British Columbia	YXS	69	Robore, Bolivia	RBO	180-202
Greater Pittsburgh			Prince Rupert,			Rochester, Minn.	RST	56-171-251
Airport			Progresso, Honduras	PEO	200	Rochester, N. Y.	ROC	41-70-118-162
Pittsfield, Mass.	PSF	162-168	Providence, Mack.	YPV	69	Rockford, Ill.	RPD	56-174
Plum, Brazil	PUV	237	Providence, R. I.	PVD	41-110-118-168-	Rockhampton,	ROK	48-187-189A-227
Plura, Peru	PIU	91			205-244	Australia		
Plainview, Tex.	PVW	184	Pucallpa, Peru	PCL	91	Rockhampton D.,	RDA	98
Planeta Rica, Colombia	PLC	40	Pueblo, Colo.	PUB	99-119	Rockland, Me.	RKD	168
Plato, Colombia	PTU	35-169	Puerto Cabezas,	PUZ	145	Rock Sound,		
Plattsburgh, N. Y.	PLB	40	Nicaragua			Bahama Is.	RSD	51
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# AIRLINE FORM NUMBERS, DESIGNATORS, AND ABBREVIATIONS

(The air carriers listed below are members of the International Air Transport Association and/or parties to one or more of the IATA interline traffic agreements.)

**FORM NUMBER:** Airline Form Number for use in form number of Air Waybill, Passenger Ticket & Baggage Check, Exchange Order, and Excess Baggage Ticket. **DESIGNATOR:** Two-letter Designator for use in Flight/Line numbers. **ABBREVIATION:** Airline abbreviation.

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Canadian Pacific Air Lines			CPAL	Linea Aerea Nacional.....	045	LA	LAN	Bulgare-Sovietique.....	196	LZ	TABSO
Limited.....	018	CP	CPAL	Linea Aerea TACA de				Societe de Transportes Aeriens			ALP
Capital Airlines, Inc.....	013	CL	CAP	Venezuela.....	175	TV	TACAV	Societe de Transportes Aeriens			
Caribbean Atlantic Airlines,			CBA	Linea Aeropostal Venezolana	046	LV	LAV	en Extreme Orient.....	198	ST	STAE0
Inc.....	158	CB	CBA	Lineas Aereas Costarricenses,				Societe Tunisienne de l'Air			
Caribbean International Air-			CIA	S. A.....	133	LR	LACSA	(TUNIS AIR).....	199	TU	TAR
ways Limited.....				Lineas Aereas de Nicaragua,				South African Airways.....	083	SA	SAA
Cathay Pacific Airways			CATHAY	S. A.....	176		LA NICA	Southern Airways, Inc.....	038	SO	SOU
Limited.....	160	CX	CATHAY	Lineas Aereas del Estado.....			LADE	Southwest Airways Corp.....	024	SW	SWA
Central African Airways			CAA	Lineas Aereas del Pacifico.....			PACIFICO				
Corporation.....	063	CE	CAA								
Central Airlines, Inc.....	319	EN	CEN								



Full Name of Carrier	Form Number	Designator	Abbreviation	Full Name of Carrier	Form Number	Designator	Abbreviation	Full Name of Carrier	Form Number	Designator	Abbreviation
Sudan Airways.....	200	SD	SUDAN	Transocean Air Lines.....	....	....	TALOA	Union Aeromaritime de Transport.....	125	UT	UAT
Swiss Air Transport Co. Limited.....	065	SR	SR	Trans-Oceanic Airways Pty. Limited.....	....	....	TOA	Union of Burma Airways....	209	UB	UBA
Syrian Airways Co.....	201	....	SYRIAN	Trans-Pacific Airlines.....	....	....	TPA	United Air Lines, Inc.....	016	UA	UAL
TACA International Airlines, S. A.....	202	TA	TACA	Transportes Aereos Nacional Limitada.....	....	....	NACIONAL	Uraba, Medellin and Central Airways.....	026	UR	UMCA
Tasman Empire Airways Limited.....	066	TE	TEAL	Transportes Aereos Nacionales, S. A.....	208	TX	TAN	U. S. Airlines, Inc.....	....	US	USA
Thai Airways Co. Limited...	203	TH	AIR	Transportes Aereos Portugueses, S.A.R.L.....	047	TP	TAP	Viscose Aerea Brasil, S. A.....	....	....	VIABRAS
Townsville & Country Airways Pty. Ltd.....	204	TC	TACAC	Trans-Texas Airways.....	033	TT	TTA	West African Airways.....	087	WT	WAAC
Trans-Australia Airlines.....	102	TN	TAA	Trans World Airlines, Inc....	015	TW	TWA	West Coast Airlines, Inc.....	025	WC	WCA
Trans-Canada Air Lines.....	014	TR	TCA					Western Air Lines, Inc.....	017	WA	WAL
								Wien Alaska Airlines.....	....	....	WIEN

## IATA TRAFFIC GLOSSARY

(Continued from Page 37)

arrival and inward point of departure of which are not the same.

**TRIP, ROUND**, which is equivalent to the term return journey, means (a) travel from one point to another and return by the same air route used outbound whether or not the fares outbound and inbound be the same, or (b) travel from one point to another and return by an air route different

from that used outbound for which the same normal, through, one-way fare is established.

**VALIDATE, TO** means to stamp or write on the passenger ticket an indication that the passenger ticket has been officially issued by the carrier.



*No Matter How You Look At It...*

**FACTS ARE FACTS!**



**AIR TRANSPORTATION**

has the **LARGEST CIRCULATION** of any air-shipping publication in the world!

# Comparison of Shipping Costs: Surface vs Air

Commodity: Stoves. Total Number Units. Total Value \$2500  
From New York to Montego Bay.

## SURFACE

Weight: 2750 lbs.  
Volume: 145 cu. ft.  
(Export packed)

## AIR

Weight: 2750 lbs  
Volume: .....  
(Domestic packed)  
1247.37 kilos at 20¢ per kilo

100 lb. rate 3300 lb. rate

I. Type of Export Packing Used and Cost—Export crates—15% (quoted by shipper) (Present rate surface shipments approximately \$1.00 cu. ft.)	\$ 225.00				
II. Total Insurance Premiums Origin to Final Destination—2½%	\$ 62.50				\$ 3.75
III. Shipping Costs to Port of Embarkation: (Specify means of domestic transportation and actual gateway or port)					
A. Rail.....	\$.....				\$.....
B. Air.....	\$.....				\$.....
C. Truck.....	\$.....				\$.....
			(NYC/MIA \$3.31 per cwt.)		
	\$.....	\$.....	\$.....	\$.....	\$ 91.03
IV. Drayage Costs from Terminal at Port of Embarkation to Export Pier.....	estimated	\$ 15.00			\$ 91.03
V. Shipping Costs from Port of Embarkation to Debarcation:					
A. Weight or volume charges—\$1.00 per cu. ft.....	\$ 145.00				
B. Ad valorem charges.....	\$.....				\$ 249.47
			(20¢ per kilo according to tariff)		
VI. Shipping Costs Port of Debarcation to Market—Drayage to RR to MBI.....	\$ 15.00				\$ 249.47
VII. Consular Fees—Brokerage, etc.:					
A. Consular blanks, stamps, etc.—Brokerage import.....	\$ 15.00				
B. Miscellaneous charges, including msg. service.....	\$.....				
VIII. Duties Where Based on Gross Weight—30% C.I.F.....	\$ 873.00				\$ 776.70
			30%—inland frt—ins.—25% of Clipper Cargo Charge		
IX. Interest Charges.....	\$.....				\$.....
X. Other Charges Not Indicated Above—Wharfage at KIN 5 cents per cu. ft.....	\$ 7.25				\$.....
XI. Total Shipping Costs Factory to Market.....	\$1355.16				\$1120.95
XII. Shipping Costs per Unit Factory to Market.....	\$.....				\$.....
XIII. Total Time in Transit.....	4 weeks				5 days

NOTE: Truck rate from Cleveland may vary slightly.

(PREPARED FOR AIR TRANSPORTATION BY PAN AMERICAN WORLD AIRWAYS)

# INTERNATIONAL AIR MAIL AND AIR PARCEL POST RATES

COUNTRY	Air mail letters and letters and letter packets. Per 1/4 oz. Cents	OTHER ARTICLES <sup>1</sup> (prints, samples, small packets etc.) First 2 oz. or fraction Addl. 2 oz. or fraction	AIR PARCEL POST		COUNTRY	Air mail letters and letters and letter packets. Per 1/4 oz. Cents	OTHER ARTICLES <sup>1</sup> (prints, samples, small packets etc.) First 2 oz. or fraction Addl. 2 oz. or fraction	AIR PARCEL POST	
			First 4 oz. or fraction	Addl. 4 oz. or fraction				First 4 oz. or fraction	Addl. 4 oz. or fraction
Air Letters Surveys—10 cents each to all countries. Air Mail Post Cards (Singles)—10 cents each to all countries except Canada (4c), Cuba (8c), Mexico (4c), and St. Pierre and Miquelon (8c).									
Aden.....	25	.....	.....	.....	Liechtenstein.....	15	\$0.43	\$0.22	\$0.46
Afghanistan.....	25	.....	.....	.....	Lithuania.....	4 1/2	2.52	1.66	.63
Albania.....	15	.....	.....	.....	Luxembourg.....	15	.....	.98	.43
Algeria.....	15	\$0.48	.....	.....	Macao.....	25	(3)	.....	.....
Andorra (Rep.).....	15	.45	.....	.....	Madagascar.....	25	(3)	.....	.....
Anglo-Egyptian Sudan.....	25	.....	.....	.....	Madeira Islands.....	4 1/2	2.44	.75	.50
Angola.....	25	2.63	\$1.45	\$0.83	Malaya.....	25	.90	1.00	1.00
Antigua.....	10	.....	.....	.....	Malta.....	15	.45	.25	.50
Argentina.....	10	.33	.50	.20	Martinique.....	10	.35	.15	.25
Aruba.....	10	.58	1.51	.76	Mauritania.....	25	.....	.....	.....
Australia.....	10	.38	.72	.36	Mauritius.....	25	.....	.....	.....
Ascension Island.....	15	.....	.....	.....	Mexico (per oz.).....	6	.30	.09	.18
Austria.....	25	.84	1.62	1.27	Montserrat.....	10	.45	.25	.54
Australia.....	15	.45	1.05	.49	Morocco, French Zone.....	15	.45	.25	.54
Azores.....	4 1/2	2.41	.71	.44	Morocco, Spanish Zone, incl. Sp. Zone, Tangier.....	15	2.45	.25	.54
Bahamas.....	10	.28	.83	.14	Morocco, Tangier, British & French offices.....	15	.45	.25	.54
Barbados.....	10	.38	.65	.35	Nauru Island.....	15	.....	.25	.54
Barbuda.....	10	.....	.....	.....	Netherlands.....	25	.42	.21	.89
Bechuanaaland Protectorate.....	25	2.68	1.31	.94	Netherlands New Guinea.....	25	.....	.....	.....
Belgian Congo.....	25	.59	1.38	.79	Netherlands West Indies.....	25	.38	.18	.72
Belgium.....	15	.42	.98	.43	Nevis.....	10	.....	.....	.....
Bermuda.....	10	.27	.76	.13	New Caledonia.....	25	.....	.....	.....
Bolivia.....	3 1/2	2.40	1.08	.40	New Guinea.....	25	.....	.....	.....
Bonaire.....	10	.38	.72	.36	New Hebrides.....	25	.79	.59	1.82
Brazil.....	4 1/2	.55	1.48	.64	New Zealand.....	25	.35	.14	.80
British Guiana.....	10	.40	1.07	.39	Nicaragua.....	10	.....	.....	.....
British Honduras.....	3 1/2	.30	.80	.20	Niger.....	25	.....	.....	.....
British Somaliland.....	25	.....	.....	.....	Nigeria.....	25	.54	.34	1.25
British Virgin Islands.....	10	.....	.....	.....	North Borneo.....	25	.....	.....	.....
Brunei.....	25	.....	.....	.....	Norway.....	15	.43	.23	1.02
Bulgaria.....	15	(3)	.....	.....	Nyasaland Protectorate.....	25	.....	.....	.....
Burma.....	25	2.90	.....	.70	Pakistan.....	25	2.63	.43	1.63
Cambodia.....	25	.....	.....	.....	Palestine (Western Arab.).....	25	.....	.....	.....
Cameroon, British & French.....	25	.....	.....	.....	Panama (Rep.).....	10	2.33	.13	.91
Canada (per oz.).....	6	(2)	.....	.....	Papua (British New Guinea).....	25	.....	.....	.....
Cape Verde Islands.....	25	(2)	.....	.....	Paraguay.....	10	2.50	.30	.....
Ceylon.....	25	.69	1.75	1.00	Persian Gulf Ports.....	10	2.60	.40	1.35
Chile.....	10	2.48	1.31	.56	Peru.....	4 1/2	2.45	.25	1.23
China.....	3 1/2	2.65	.....	.....	Philippines (Rep. of).....	25	.81	.60	1.81
Colombia.....	3 1/2	2.39	1.21	.40	Poland.....	15	.46	.25	1.06
Corsica.....	15	.....	.....	.....	Portugal.....	15	2.41	.20	.71
Costa Rica.....	10	.34	.79	.29	Portuguese E. Africa (Mozambique).....	25	2.69	.49	1.63
Cuba.....	10	2.28	1.10	.15					
Curaçao.....	10	.38	.72	.36					
Cyprus.....	25	.50	1.30	.60					



Czechoslovakia	15	44	23	88	48	11	Portuguese Guinea	25	(2)	45	1.83	88	11
Dahomey	25	43	23	97	47	44	Portuguese India	25	2.65	...	...	...	...
Denmark	15	...	...	...	...	...	Portuguese Timor	25	...	...	...	...	...
Dominica	10	31	11	86	22	44	Portuguese West Africa (except Angola)	25	(2)	...	...	...	...
Dominican Republic	4 10	36	16	1.24	33	44	Reunion Island	25	...	...	...	...	...
Ecuador	15	2.52	31	1.35	64	22	Rhodesia, Northern & Southern	25	(4)	...	...	...	...
Egypt	25	...	...	...	...	...	Rumania	4 15	65	45	1.27	91	22
Eritrea	4 15	2.52	31	1.66	63	22	Ryukyu Islands	3 25	38	18	72	36	44
Ethiopia	25	...	...	...	...	...	Saba	10	...	...	...	...	...
Falkland Islands	10	58	38	1.26	76	22	St. Christopher (St. Kitts)	10	...	...	...	...	...
Faroe Islands	4 15	43	23	1.97	47	44	St. Eustatius	10	38	18	72	36	44
Fiji Islands	25	70	50	1.67	1.00	22	St. Helena	25	68	47	1.31	94	11
Finland	15	2.46	25	88	51	44	St. Lucia	10	...	...	...	...	...
France, incl. Monaco & Saar	15	42	21	1.22	44	44	St. Martin (Neth. part)	10	38	18	72	36	44
French Equatorial Africa	25	65	45	...	...	...	St. Pierre & Miquelon (per oz.)	8	...	...	...	...	...
French Guinea	10	2.42	22	79	44	11	St. Vincent	10	4.33	13	1.02	26	44
French India	25	65	45	1.75	90	22	Salvador, El	3 10	...	...	...	...	...
French Oceania	25	...	...	...	...	...	Samoa, Western (British)	25	...	...	...	...	...
French Somaliland	25	...	...	...	...	...	Santa Cruz Islands	25	...	...	...	...	...
French Sudan	25	...	...	...	...	...	Sarawak	25	60	40	1.60	80	4 22
French Togoland	25	...	...	...	...	...	Saudi Arabia	25	44	23	90	50	44
Gambia	25	...	...	...	...	...	Senegal	25	...	...	...	...	...
Germany	15	43	22	95	45	44	Seychelles	25	...	...	...	...	...
Gibraltar	15	45	25	75	50	22	Sierra Leone	25	...	...	...	...	...
Gilbert & Ellice Islands	25	(2)	...	...	...	...	Solomon Islands	25	...	...	...	...	...
Gold Coast Colony	25	52	31	1.18	64	22	Somalia	25	68	47	1.31	94	11
Great Britain and Northern Ireland	15	41	20	1.00	41	22	South West Africa	25	...	...	...	...	...
Greece, incl. Crete & Dodecanese Islands	3 15	48	28	1.07	57	22	Spain, incl. Canary & Balearic Islands and Spanish offices in N. Africa	15	4.45	25	1.25	50	11
Grenada & Grenadines	10	...	...	...	...	...	Spanish Guinea	3 25	...	...	...	...	...
Guadeloupe	10	34	14	65	20	11	Spanish West Africa	10	(2)	...	...	...	...
Guatemala	4 10	2.33	12	1.01	25	44	Surinam	15	41	20	92	41	44
Haiti	10	2.31	10	72	21	44	Sweden	15	45	24	85	49	44
Honduras (Rep.)	10	34	14	78	28	44	Switzerland	15	43	22	92	46	44
Hong Kong	25	90	70	1.74	1.39	22	Syria	25	52	31	1.22	64	4 44
Hungary	15	37	16	89	33	44	Taiwan (Formosa)	3 25	2.65	45	1.43	1.08	22
Iceland	15	2.37	16	89	33	44	Tanganyika	25	65	45	1.35	85	11
India	25	2.64	44	1.70	96	22	Thailand	25	95	75	2.29	1.50	22
Indonesia	25	85	65	...	...	...	Tibet	25	2.64	44	1.70	96	11
Iraq	25	...	...	...	...	...	Tonga (Friendly) Islands	25	...	...	...	...	...
Israel	25	56	35	1.47	72	44	Triste (Free Territory)	4 15	2.45	24	1.08	50	22
Ireland (Eire)	15	39	18	97	37	15	Trinidad & Tobago	10	38	17	1.03	35	22
Israel, State of	15	52	31	1.42	67	22	Tristan da Cunha	25	68	47	1.31	94	11
Italy, incl. San Marino	4 15	2.45	24	1.08	50	44	Tunisia	15	47	26	1.11	54	44
Ivory Coast & Upper Volta	25	...	...	...	...	...	Turkey	4 15	4.49	28	1.15	57	44
Jamaica	10	30	10	...	...	...	Turks Island	10	...	...	...	...	...
Japan	8 25	65	45	1.27	91	22	Uganda	25	65	45	1.35	85	11
Jordan	25	...	...	...	...	...	Union of South Africa	25	2.68	47	1.31	94	11
Kenya	25	65	45	1.35	85	11	Union of Soviet Socialist Reps.	4 15	2.52	31	1.66	63	22
Korea	3 25	70	49	1.37	1.01	22	Uruguay	4 10	2.58	38	1.26	76	44
Labuan	25	(2)	...	...	...	...	Vatican City State	15	2.45	24	1.08	50	44
Laos	25	...	...	...	...	...	Venezuela	3 10	38	18	1.27	36	44
Latvia	4 15	2.52	31	1.66	63	22	Viet-Nam	25	...	...	...	...	...
Lebanon (Rep.)	25	52	31	1.22	64	44	Windward Islands	10	...	...	...	...	...
Leeward Islands (except Antigua)	10	...	...	...	...	...	Yemen	25	...	...	...	...	...
Liberia	4 25	48	27	86	56	22	Yugoslavia	15	43	22	87	52	44
Libya	15	...	...	...	...	...	Zanzibar and Pemba	25	65	45	1.35	85	11

4 Restrictions apply.  
5 Packages weighing 8 ounces or less may not be sent as parcel post.

1 When no special rate is shown in "Other articles" column the air mail letter rate to the country concerned applies.  
2 Small packets not accepted.  
3 Merchandise prohibited in letters or letter packages.

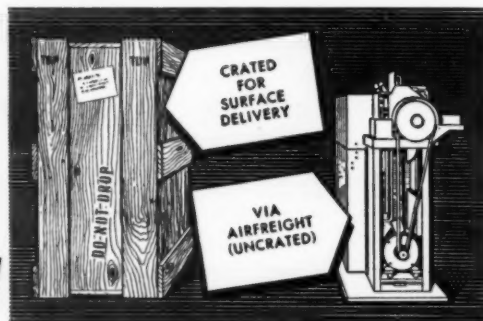
# FOREIGN WEIGHTS AND MEASURES

Denominations	Where Used	American Equivalents
Almude	Portugal	4.422 gals.
Arb.	Egypt	5.6188 bu.
Are.	Metric	0.02471 acre
Arrel or libra	Portugal	1.0119 lbs.
Arroba	Argentine Republic	25.32 lbs.
Arroba	Brazil	32.38 lbs.
Arroba	Cuba	25.36 lbs.
Arroba	Paraguay	25.32 lbs.
Arroba	Venezuela	25.40 lbs.
Arroba (liquid)	Cuba, Spain and Venezuela	4.263 gals.
Arshine	Russia	28 in.
Arshine (sq.)	Russia	5.44 sq. ft.
Artel	Morocco	1.12 lbs.
Baril	Argentine Republic	20.077 gals.
	and Mexico	20.0787 gals.
Barrel	Malta (custom)	11.2 gals.
Barrel	Spain (raisins)	100 lbs.
Batman (tab)	Persia	6.49 lbs.
Berkovets	Russia	361.128 lbs.
Bongka	Fed. Malay States	832 grains
Bouw	Sumatra	7.1296 5 sq. meters
Bu	Japan	0.1 inch
Bushel	British Empire	1.03205 U. S. bu.
Butt (wine)	Spain	140 gals.
Caffao	Malta	5.3 gals.
Candy	India (Bombay)	569 lbs.
Candy	India (Madras)	500 lbs.
Cantar	Egypt	99.05 lbs.
Cantar	Morocco	112 lbs.
Cantar	Turkey	124.45 lbs.
Cantaro	Malta	175 lbs.
Carat, metric	World	3.086 grains
Carga	Mexico and Salvador	300 lbs.
Catty	China	1.333 1/4 lbs.
Catty	Japan	1.32 lbs.
Catty	Java, Malacca	1.36 lbs.
Catty	Siam	2.5 lbs.
Catty (stand.)	Siam	1.32 lbs.
Catty	Sumatra	2.12 lbs.
Cental	Union of So. Africa	100 lbs.
Centaro	Central America	4.2631 gals.
Centner	Brunswick	117.5 lbs.
Centner	Bremen	127.5 lbs.
Centner	Darmstadt	110.24 lbs.
Centner	Denmark, Norway	110.23 lbs.
Centner	Nuremberg	112.43 lbs.
Centner	Prussia	113.44 lbs.
Centner	Sweden	93.7 lbs.
Centner	Vienna	123.5 lbs.

Denominations	Where Used	American Equivalents
Centner	Zollverein	110.24 lbs.
Centner	Double or metric	220.46 lbs.
Chetvert	Russia	5.957 bu.
Chih	China	12.60 inches
Chih (metric)	China	1 meter
Cho	Japan	2.451 acres
Comb	England	4.1282 bu.
Coyan	Sarawak	3.098 lbs.
Coyan	Siam	2.645.5 lbs.
Cuadra (new)	Argentine Republic	4.2 acres
Cuadra	Paraguay	94.70 yds.
Cuadra (sq.)	Paraguay	1.85 acres
Cuadra	Uruguay	1.82 acres
Cubic meter	Metric	35.3 cu. ft.
Cwt. (hundred-weight)	British	112 lbs.
	Russia	2.6997 acres
Drachma (new)	Greece	15.43 gr. or 1 gm.
Fenega (dry)	Ecuador, Salvador, Guatemala, Spain	1.5745 bu.
Fenega	Chile	2.75268 bu.
Fenega	Cuba	1.599 bu.
Fenega	Ecuador, Salvador, Guatemala, Spain	1.53 bu.
Fenega	Mexico	57716 bu.
Fanega	Morocco	Strike fanega, 70 lbs., full fanega, 118 lbs.
Fanega (double)	Uruguay	7.776 bu.
Fanega (single)	Uruguay	3.888 bu.
Fanega	Venezuela	3.334 bu.
Fanega (liquid)	Spain	16 gals.
Feddan	Egypt	1.04 acres
Frail (raisins)	Spain	50 lbs.
Frasco	Argentine Republic	2.5098 qts.
Frasco	Mexico	2.5 qts.
Frassia	Zanzibar	35 lbs.
Fuder	Luxemburg	264.18 gals.
Funt	Russia	0.9028 lbs.
Caillon	British Empire	1.20094 U. S. gal.
Garlice	Poland	1.6567 gal.
Gram	Metric	15.432 grains
Hectare	Metric	2.471 acres
Hectolitre	Dry Metric	2.835 bu.
Hectolitre Liquid	Metric	26.418 gals.
Jarib	Persia	2.471 acres
Joch	Austria	1.422 acres
Joch	Hungary	1.067 acres
Ken	Japan	5.97 feet
Kilogram (kilo)	Metric	2.2046 lbs.
Kilometre	Metric	0.62137 mile

Denominations	Where Used	American Equivalents
Kin	Japan	1.3227 lbs.
Klafter	Austria	2.074 yds.
Koku	Japan	5.119 bu.
Kwamme	Belgium, Holland	8.2673 lbs.
Last	England	85.134 bu.
Last	Germany	2 metric tons, (4,400 + lbs.)
Last	Prussia	112.59 bu.
Last	Scotland, Ireland	82.564 bu.
Last	Spain (salt)	4.760 lbs.
League (land)	Paraguay	4.533 acres
Li	China	1.890 ft.
Liang	China	1.3156 ounces
Libra (lb.)	Argentine Republic	1.0128 lbs.
Libra	Central America	1.014 lbs.
Libra	Chile	1.014 lbs.
Libra	Cuba	1.0143 lbs.
Libra	Mexico	1.01467 lbs.
Libra	Peru	1.0143 lbs.
Libra	Portugal	1.011 lbs.
Libra	Spain	1.0144 lbs.
Libra	Uruguay	1.0143 lbs.
Libra	Venezuela	1.0143 lbs.
Litre	Metric	1.0567 liq. gts.
Litre	Metric	0.90810 dry qts.
Livre (lb)	Greece	1.1 lbs.
Livre	Guiana (Dutch)	1.089 lbs.
Load (timber)	England	50 cu. ft.
Lumber (std.)	In Europe	165 cu. ft. or 1.980 ft. b. m.
Mannana	Nicaragua	1.742 acres
Mannana	Costa Rica, Salvador	1.727 acres
Marc	Bolivia	0.507 lbs.
Maund	India	82 1/2 lbs.
Meter	Metric	39.37 inches
Mile	Denmark	4.68 mi.
Mil (geographic)	Denmark	4.61 miles
Milla	Nicaragua	1.1594 miles
Milla	Honduras	1.1493 miles
Mina (old)	Greece	1.202 lbs.
Momme	China	0.132 ounce
Morgen	Prussia	0.63 acre
Mou	China	0.1518 acre
Oke	Egypt	2.82 lbs.
Oke Olique	Greece	2.82 lbs.
Oke	Turkey	2.828 lbs.
Pie	Egypt	22.83 inches
Pieu	Borneo & Celebes	135.64 lbs.
Pieu	China	135.64 lbs.
Pieu	Egypt	21 1/4 inches
Pieu	Java	136.16 lbs.
Pieu	Philippine Islands	139.44 lbs.
Pie	Argentine Republic	0.94708 foot
Pik	Spain	0.91416 foot
Pik	Turkey	27.9 inches
Pood	Russia	36.133 lbs.
Pund (lb)	Denmark	1.102 lbs.
Quart	British Empire	1.20094 liq. qt.
Quart	British Empire	1.03205 bu.
Quarter	Great Britain	8.256 dry
Quarter	London (coal)	36 bu. qts.
Quintal	Argentine Republic	220.46 lbs.
Quintal	Brazil	129.54 lbs.
Quintal	Castile, Peru	101.43 lbs.
Quintal	Chile	101.41 lbs.
Quintal	Greece	123.2 lbs.
Quintal	Mexico	101.47 lbs.
Quintal	Newfoundland (fish)	112 lbs.
Quintal	Paraguay	100 lbs.
Quintal	Syria	125 lbs.
Ri	Japan	2.44 miles
Rottlie	Valentine (south)	5.35 lbs.
Rottlie	Syria	534 lbs.
Sack (flour)	England	280 lbs.
Sagene	Russia	7 feet
Salm	Malta	8.2 bu.
Se	Japan	0.02451 acre
Seer	India	2 1/2 lbs.
Shaku	Japan	11.9303 inches
Sheng	China	2.7354 gals.
Sho	Japan	1.91 liq. quart
Skapulund	Sweden	0.937 lbs.
Standard (St. Petersburg)	Lumber measure	165 cu. ft.
Stone	British	14 lbs.
Suerte	Uruguay	2.700 cuadras (see cuadras)
Sun	Japan	1.193 lbs.
Tael (Kuping)	China	575.64 grs. (troy)
Tan	Japan	0.25 acre
Tohetvert	Russia	5.96 bu.
Tol	Japan	2.05 pecks
Tol	India	0.30 lbs.
Ton	Space measure	40 cu. ft.
Tonde (cereals)	Denmark	3.9480 bu.
Tonde Land	Denmark	36 acres
Tonne	France	2204.62 lbs.
Tsubo	Japan	35.58 sq. ft.
Tsun	China	1.26 lbs.
Tunna (wheat)	Sweden	4.5 bu.
Tunnland	Sweden	1.22 acres
Vara	Argentine Republic	34.0944 inches
Vara	Costa Rica, Salvador	32.913 inches
Vara	Curacao	33.375 inches
Vara	Dominican Repub.	0.91417 yard
Vara	Guatemala	32.909 inches
Vara	Honduras	32.953 inches
Vara	Nicaragua	33.067 inches
Vara	Chile and Peru	32.913 inches
Vara	Cuba	33.356 inches
Vara	Mexico	32.962 inches
Vara	Paraguay	34 inches
Vara	Spain	0.91417 yard
Vara	Venezuela	33.354 inches
Vedro	Russia	2.707 gals.
Verges	Isle of Jersey	71.1 square rods
Versh	Russia	0.563 mile
Vinka	Poland	41.50 acres
Wey	Scotland and Ireland	41.282 bu.

Less Wait!  
Less Crate!  
Less Weight!



## Reduce the Tare...Ship by Air!

And you'll save time and money in getting it there.

Shipments via Slick Airfreight require less crating and packing... often none at all... than surface methods.

You'll save big money in crating labor and materials, and time... lots of it... because airfreight methods require less handling and provide overnight delivery coast to coast.

Reduce both wear and tare on your shipments....Ship the Slick Way!

# Slick airways inc.

General Offices: Burbank, California

A CERTIFICATED SCHEDULED AIRFREIGHT CARRIER \* OFFICES IN PRINCIPAL CITIES

# TRAFFIC ABBREVIATIONS

A-1—First Class.  
a.a.r.—Against all risks.  
Ad.val.—Ad Valorem.  
A.W.—Actual Weight.  
B.B.—Below bridges.  
B.D.—Bar-draft.  
Bd.ft.—Board feet.  
B.E.—Bill of exchange.  
B/L or B.L.—Bill of lading.  
B.M.—Board measure.  
B.O.—Buyer's option.  
b.t.—Berth terms.  
°C—Degree centigrade.  
cancld.—Cancelling.  
c.f.—Cubic feet.  
C.&F.—Cost & Freight.  
Charter-party—Form of contract between merchant and owner.  
c.i.—Cost insurance.  
ci—Certificate of insurance.  
c.i.f.—Cost, insurance & freight.  
C.I.F.C.I.—Cost, insurance, freight, collection interest.  
C.I.F. & E.—Cost, insurance, freight & exchange.  
C.L.—Carload.  
Consignee—The part to whom goods or vessels are consigned.  
c.p.d.—Charterers pay dues.  
C.R.—Carriers risk.

C.T.B.—Chief of tariff bureau.  
c.t.lo.—Constructive total loss only.  
Cwt.—Hundredweight.  
D.A.—Documents for acceptance (foreign banking).  
D.A. clause—Vessel must discharge afloat.  
D.B. & B.—Deals, Battans & Boards.  
dbk.—Drawback.  
Desp.—Despatch.  
D1 or 2T1—Double first class.  
d.lo.—Dispatch loading only.  
d.p.—Direct port.  
"dreading"—Option general cargo.  
d.w.—Dead weight (tons of 2240 lbs.).  
E.B.—East bound.  
e.g.—For example.  
Est.wt.—Estimated weight.  
Ex.B.L.—Exchange bill of lading.  
exclgd.—Excluding.  
°F—Degrees Fahrenheit.  
f.a.a.—Free of all average.  
f.a.s.—Free alongside ship.  
F.O.B.—Free on board (at a certain point) indicating that there are to be no charges for drayage or other form of transfer up to the point designated.  
G.S.—General specials—a term used to designate general special com-

modities in classification of express matter.  
Hhd.—Hogshead.  
H.P.—Horsepower (of engines).  
Ib., ibid—ibidem (in the same place), a term referring to a preceding footnote or other references.  
K.D.—Knocked down.  
K.D.C.L.—Knocked down in carloads.  
K.D.L.C.L.—Knocked down in less than carloads.  
L.C.L.—less than carload lot.  
N.E.S.—Not otherwise specified.  
N.O.H.P.—Not otherwise herein provided.  
N.O.I.B.N.—Not otherwise indexed by name.  
Nastd.—Nested, articles that are packed one within another.  
O.R.—Owners risk.  
O.R.B.—Owners risk of breakage meaning same as O.R.  
O.R.C.—Owners risk of chafing.  
O.R.L.—Owners risk of leakage.  
O.R.W.—Owners risk of becoming wet.  
S.U.—Set up.  
S.U.C.L.—Set up in carloads.  
S.U.L.C.L.—Set up in less than carloads.  
W.B.—West bound, or waybill.



# DIFFERENCES IN TIME

Between New York, the New England States, and the Following Countries and Islands

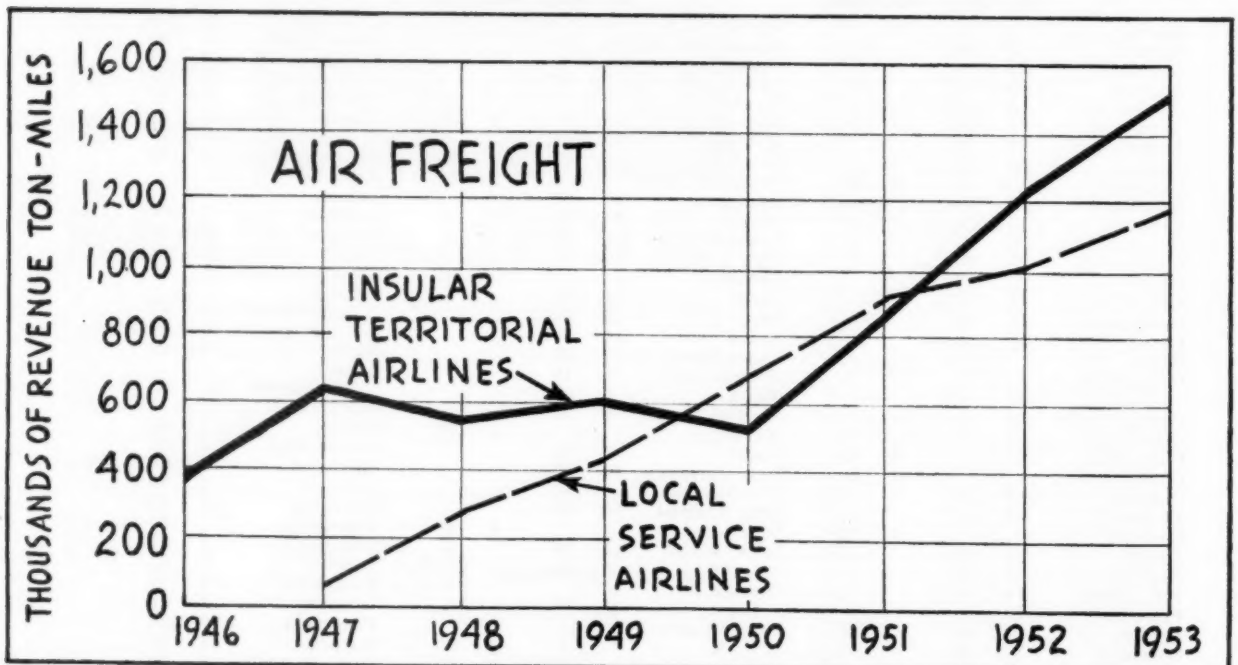
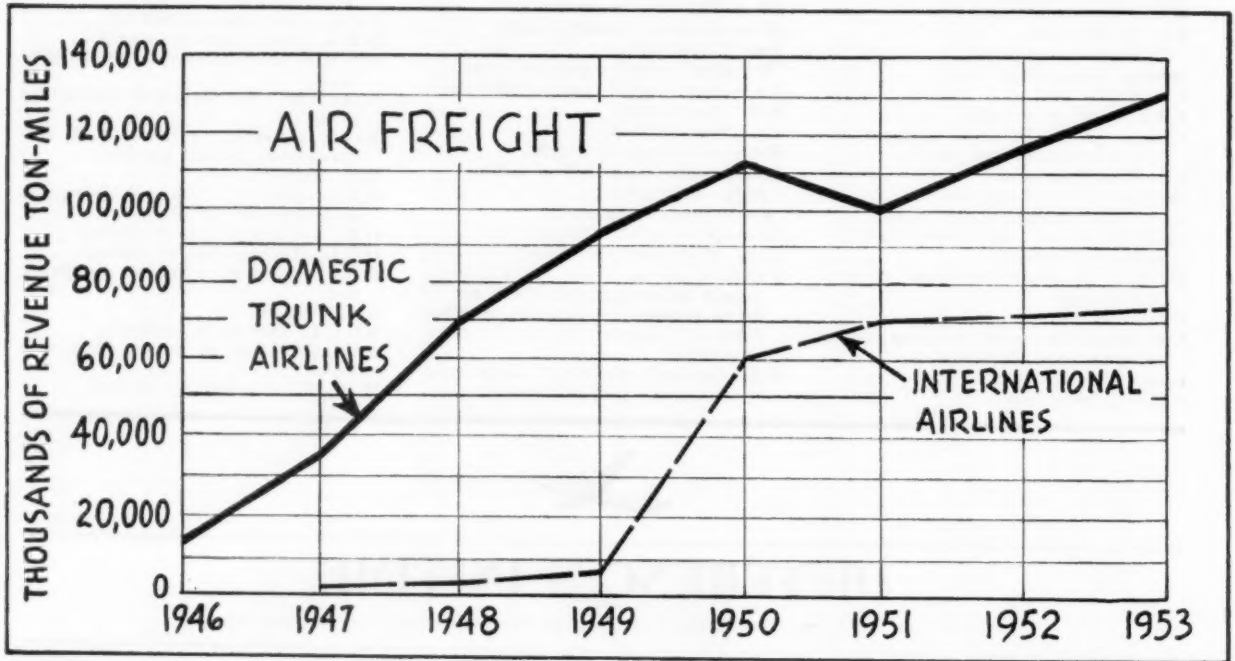
COUNTRY	ADD Hours Minutes	DEDUCT Hours Minutes	COUNTRY	ADD Hours Minutes	DEDUCT Hours Minutes	COUNTRY	ADD Hours Minutes	DEDUCT Hours Minutes
Alaska		4 00	Greece	6 35		Philippines	13 00	
Algeria	5 09		Guadeloupe Is.	0 53		Porto Rico	1 00	
Annam	12 07		Guam	14 30		Portugal	4 24	
Antigua	0 52		Guiana, Br.	1 07		Queensland	15 00	
Arabia	8 00		Haiti	0 16		Rhodesia	7 00	
Argentine	0 43		Hawaii		5 30	Russia	7 01	
Austria	6 00		Holland	5 00		S. Domingo	0 16	
Azores	33 01		Honduras		1 00	St. Thomas	0 40	
Bahamas		0 09	Honduras, Brit.		0 53	Salvador		0 56
Barbados	1 01		Hungary	6 00		Samoa		6 30
Belgium	5 00		India	10 30		Scotland	5 00	
Bermuda	0 40		Ireland	4 35		Senegal	3 50	
Borneo, Br.	13 00		Italy	6 00		Servia	6 00	
Brazil	2 07		Jamaica		0 07	Siberia, Irkutsk	11 57	
Cape Colony	7 00		Japan	14 00		Siberia,		
Caroline Is.	15 00		Java	12 07		Vladivostok	13 47	
Ceylon Is.	10 30		Korea	14 00		South Australia	14 30	
Chili	17		Luxembourg	6 00		Spain	5 00	
China, East			Madagascar	8 10		Straits		
Coast	13 00		Malta	6 00		Settlements	11 55	
Cochin, China	12 07		Martinique	0 55		Sumatra	11 41	
Colombia	0 03		Midway		6 52	Sweden	6 00	
Costa Rica		0 33	Natal	7 00		Switzerland	6 00	
Cuba		0 29	New Caledonia	16 06		Tasmania	15 00	
Curacao	0 24		Newfoundland	1 30		Togo	5 00	
Denmark	6 00		New Zealand	16 30		Tongking	12 07	
Ecuador		0 14	Nicaragua		0 45	Transvaal	7 00	
Egypt	7 00		N. S. Wales	15 00		Trinidad	0 53	
England	5 00		Norway	6 00		Tunis	5 09	
Fiji Islands	16 54		Orange R.			Turkey	6 57	
Formosa	13 00		Colony	7 00		Uruguay	1 15	
France	5 00		Pacific Coast of			Venezuela	0 32	
Germany	6 00		U. S.		3 00	Victoria	15 00	
Gibraltar	5 00		Peru		0 09	West Australia	13 00	



# AIR CARGO

Scheduled Airlines

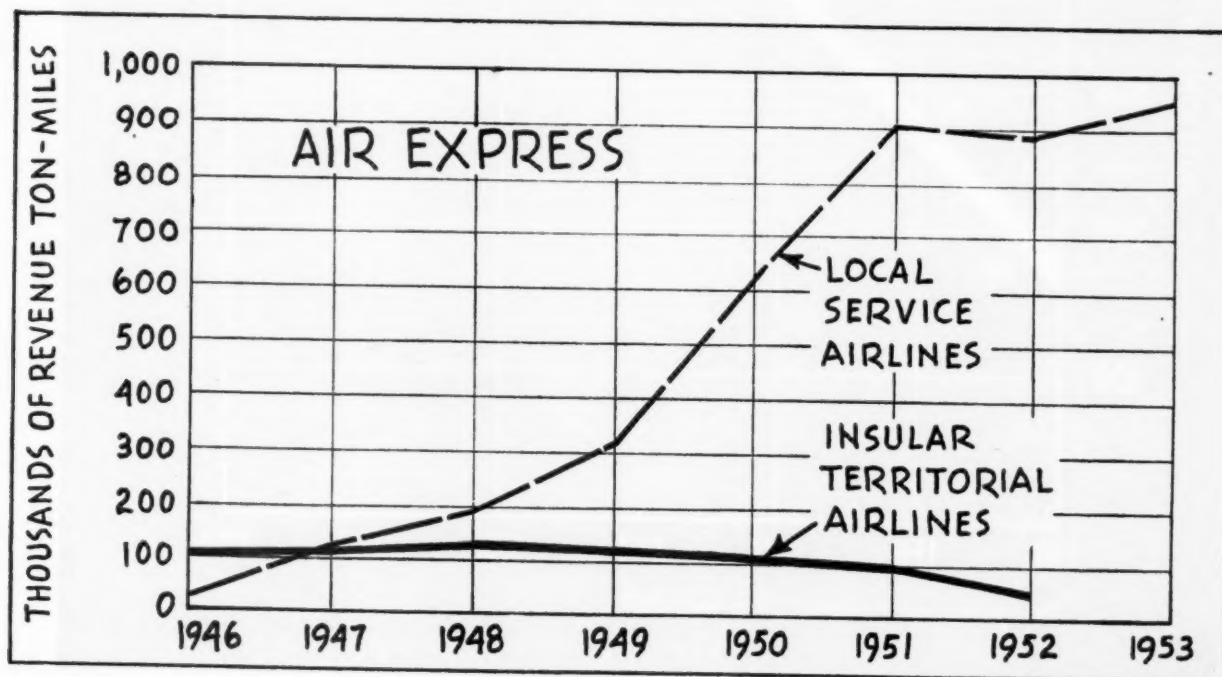
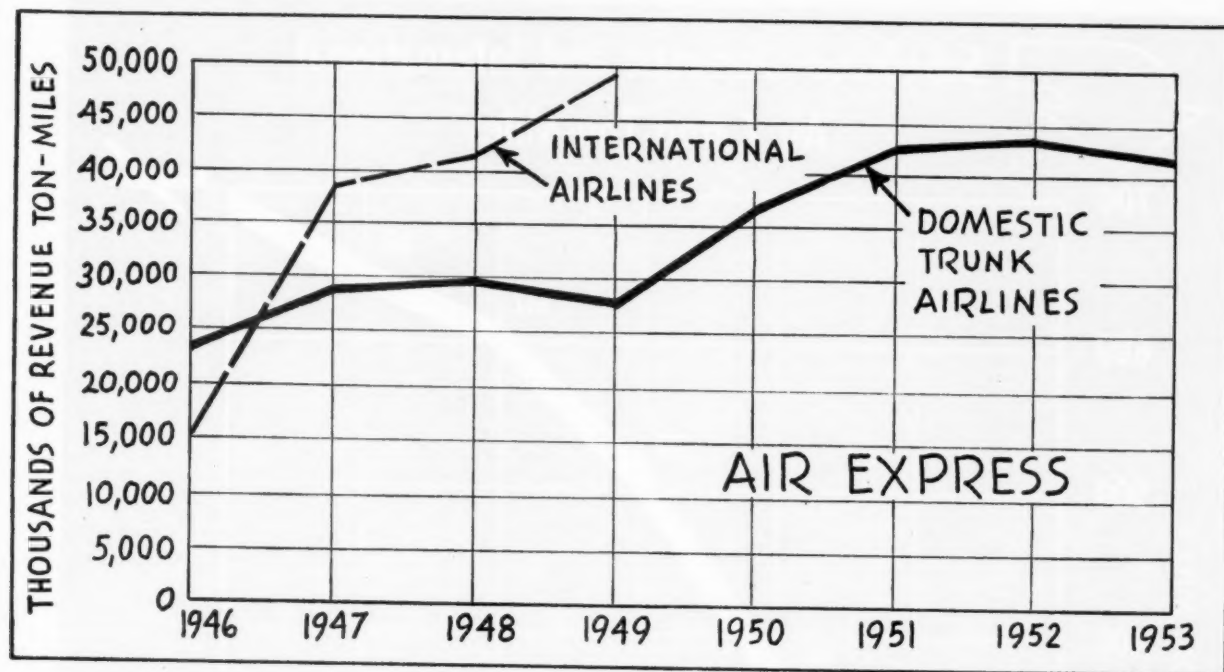
*(Members and Associate Members)*



# PROGRESS

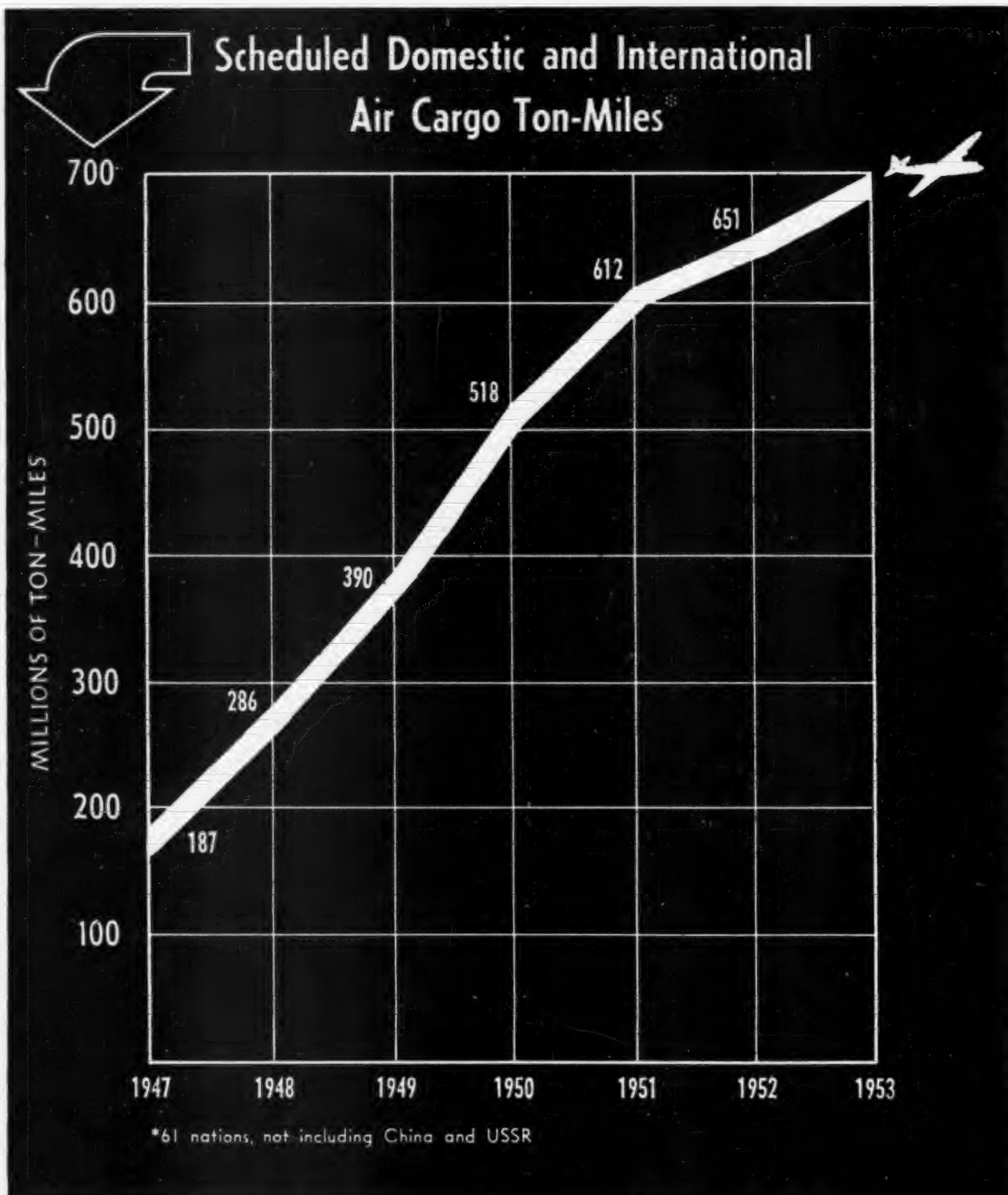
of the United States

(of the Air Transport Association)

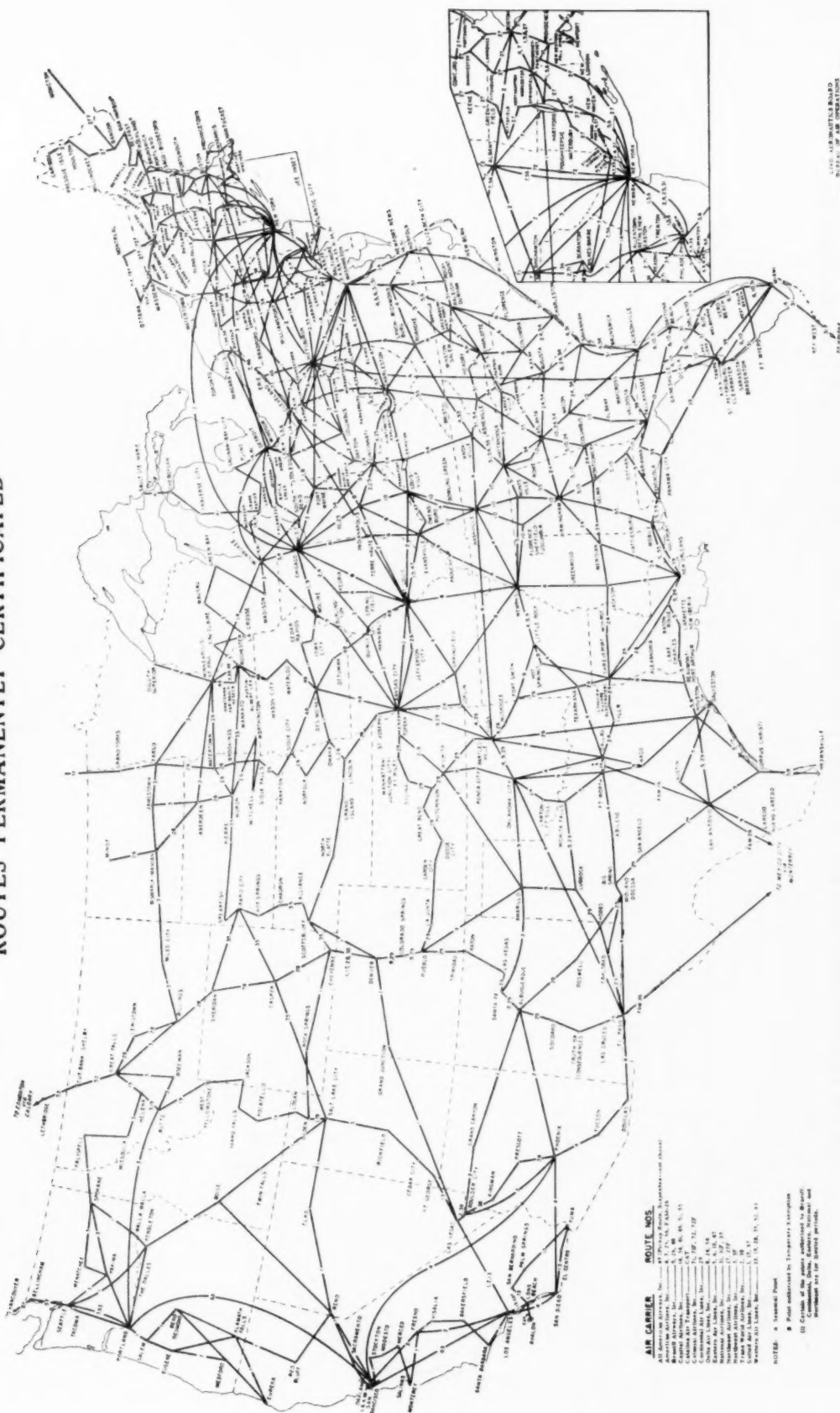


# WORLD

## AIR CARGO



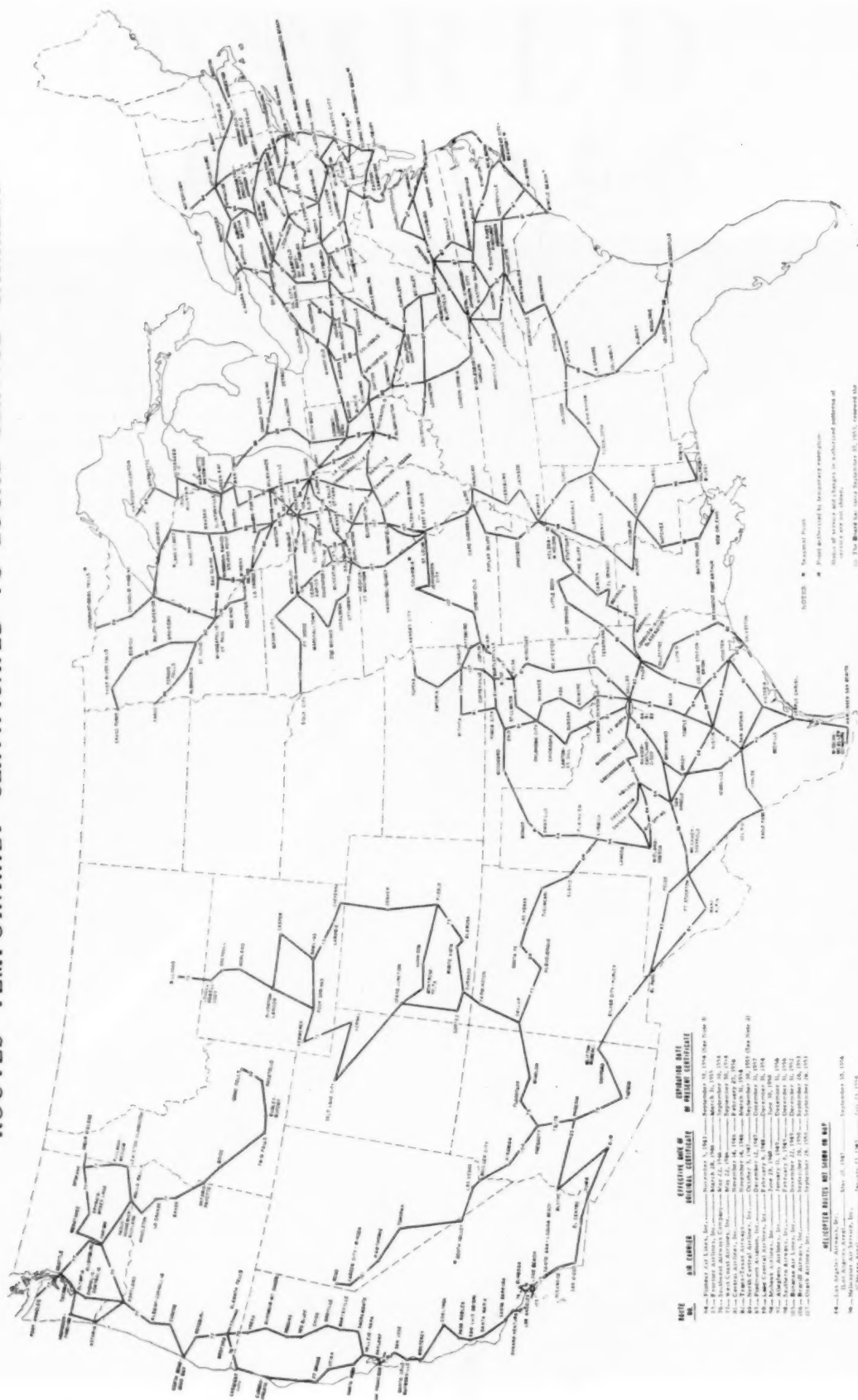
# UNITED STATES AIR TRANSPORTATION SYSTEM ROUTES PERMANENTLY CERTIFICATED



U.S. AIR MAIL BOARD  
WASHINGTON, D.C.  
POST OFFICE BOX 1000  
WASHINGTON, D.C.



# UNITED STATES AIR TRANSPORTATION SYSTEM ROUTES TEMPORARILY CERTIFICATED TO LOCAL SERVICE CARRIERS

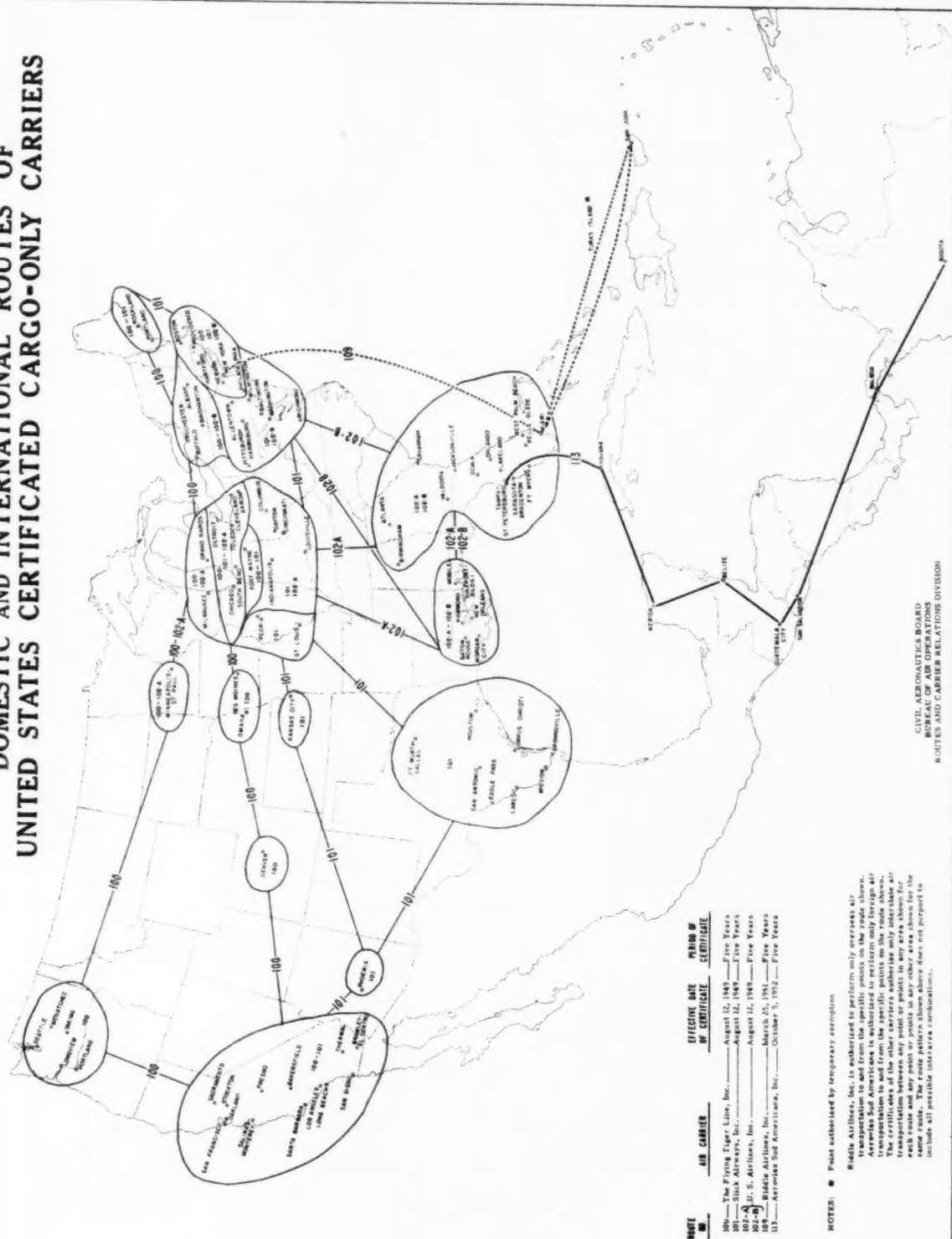


DATE	AIR CARRIER	EXPIRATION DATE OF LOCAL CERTIFICATE	EXPIRATION DATE OF REGULAR CERTIFICATE
14	Alaska Airlines, Inc.	December 15, 1954	September 15, 1954
15	Alaska Airlines, Inc.	March 15, 1955	March 15, 1955
16	Alaska Airlines, Inc.	June 15, 1955	June 15, 1955
17	Alaska Airlines, Inc.	September 15, 1955	September 15, 1955
18	Alaska Airlines, Inc.	December 15, 1955	December 15, 1955
19	Alaska Airlines, Inc.	March 15, 1956	March 15, 1956
20	Alaska Airlines, Inc.	June 15, 1956	June 15, 1956
21	Alaska Airlines, Inc.	September 15, 1956	September 15, 1956
22	Alaska Airlines, Inc.	December 15, 1956	December 15, 1956
23	Alaska Airlines, Inc.	March 15, 1957	March 15, 1957
24	Alaska Airlines, Inc.	June 15, 1957	June 15, 1957
25	Alaska Airlines, Inc.	September 15, 1957	September 15, 1957
26	Alaska Airlines, Inc.	December 15, 1957	December 15, 1957
27	Alaska Airlines, Inc.	March 15, 1958	March 15, 1958
28	Alaska Airlines, Inc.	June 15, 1958	June 15, 1958
29	Alaska Airlines, Inc.	September 15, 1958	September 15, 1958
30	Alaska Airlines, Inc.	December 15, 1958	December 15, 1958
31	Alaska Airlines, Inc.	March 15, 1959	March 15, 1959
32	Alaska Airlines, Inc.	June 15, 1959	June 15, 1959
33	Alaska Airlines, Inc.	September 15, 1959	September 15, 1959
34	Alaska Airlines, Inc.	December 15, 1959	December 15, 1959
35	Alaska Airlines, Inc.	March 15, 1960	March 15, 1960
36	Alaska Airlines, Inc.	June 15, 1960	June 15, 1960
37	Alaska Airlines, Inc.	September 15, 1960	September 15, 1960
38	Alaska Airlines, Inc.	December 15, 1960	December 15, 1960
39	Alaska Airlines, Inc.	March 15, 1961	March 15, 1961
40	Alaska Airlines, Inc.	June 15, 1961	June 15, 1961
41	Alaska Airlines, Inc.	September 15, 1961	September 15, 1961
42	Alaska Airlines, Inc.	December 15, 1961	December 15, 1961
43	Alaska Airlines, Inc.	March 15, 1962	March 15, 1962
44	Alaska Airlines, Inc.	June 15, 1962	June 15, 1962
45	Alaska Airlines, Inc.	September 15, 1962	September 15, 1962
46	Alaska Airlines, Inc.	December 15, 1962	December 15, 1962
47	Alaska Airlines, Inc.	March 15, 1963	March 15, 1963
48	Alaska Airlines, Inc.	June 15, 1963	June 15, 1963
49	Alaska Airlines, Inc.	September 15, 1963	September 15, 1963
50	Alaska Airlines, Inc.	December 15, 1963	December 15, 1963
51	Alaska Airlines, Inc.	March 15, 1964	March 15, 1964
52	Alaska Airlines, Inc.	June 15, 1964	June 15, 1964
53	Alaska Airlines, Inc.	September 15, 1964	September 15, 1964
54	Alaska Airlines, Inc.	December 15, 1964	December 15, 1964
55	Alaska Airlines, Inc.	March 15, 1965	March 15, 1965
56	Alaska Airlines, Inc.	June 15, 1965	June 15, 1965
57	Alaska Airlines, Inc.	September 15, 1965	September 15, 1965
58	Alaska Airlines, Inc.	December 15, 1965	December 15, 1965
59	Alaska Airlines, Inc.	March 15, 1966	March 15, 1966
60	Alaska Airlines, Inc.	June 15, 1966	June 15, 1966
61	Alaska Airlines, Inc.	September 15, 1966	September 15, 1966
62	Alaska Airlines, Inc.	December 15, 1966	December 15, 1966
63	Alaska Airlines, Inc.	March 15, 1967	March 15, 1967
64	Alaska Airlines, Inc.	June 15, 1967	June 15, 1967
65	Alaska Airlines, Inc.	September 15, 1967	September 15, 1967
66	Alaska Airlines, Inc.	December 15, 1967	December 15, 1967
67	Alaska Airlines, Inc.	March 15, 1968	March 15, 1968
68	Alaska Airlines, Inc.	June 15, 1968	June 15, 1968
69	Alaska Airlines, Inc.	September 15, 1968	September 15, 1968
70	Alaska Airlines, Inc.	December 15, 1968	December 15, 1968
71	Alaska Airlines, Inc.	March 15, 1969	March 15, 1969
72	Alaska Airlines, Inc.	June 15, 1969	June 15, 1969
73	Alaska Airlines, Inc.	September 15, 1969	September 15, 1969
74	Alaska Airlines, Inc.	December 15, 1969	December 15, 1969
75	Alaska Airlines, Inc.	March 15, 1970	March 15, 1970
76	Alaska Airlines, Inc.	June 15, 1970	June 15, 1970
77	Alaska Airlines, Inc.	September 15, 1970	September 15, 1970
78	Alaska Airlines, Inc.	December 15, 1970	December 15, 1970
79	Alaska Airlines, Inc.	March 15, 1971	March 15, 1971
80	Alaska Airlines, Inc.	June 15, 1971	June 15, 1971
81	Alaska Airlines, Inc.	September 15, 1971	September 15, 1971
82	Alaska Airlines, Inc.	December 15, 1971	December 15, 1971
83	Alaska Airlines, Inc.	March 15, 1972	March 15, 1972
84	Alaska Airlines, Inc.	June 15, 1972	June 15, 1972
85	Alaska Airlines, Inc.	September 15, 1972	September 15, 1972
86	Alaska Airlines, Inc.	December 15, 1972	December 15, 1972
87	Alaska Airlines, Inc.	March 15, 1973	March 15, 1973
88	Alaska Airlines, Inc.	June 15, 1973	June 15, 1973
89	Alaska Airlines, Inc.	September 15, 1973	September 15, 1973
90	Alaska Airlines, Inc.	December 15, 1973	December 15, 1973
91	Alaska Airlines, Inc.	March 15, 1974	March 15, 1974
92	Alaska Airlines, Inc.	June 15, 1974	June 15, 1974
93	Alaska Airlines, Inc.	September 15, 1974	September 15, 1974
94	Alaska Airlines, Inc.	December 15, 1974	December 15, 1974
95	Alaska Airlines, Inc.	March 15, 1975	March 15, 1975
96	Alaska Airlines, Inc.	June 15, 1975	June 15, 1975
97	Alaska Airlines, Inc.	September 15, 1975	September 15, 1975
98	Alaska Airlines, Inc.	December 15, 1975	December 15, 1975
99	Alaska Airlines, Inc.	March 15, 1976	March 15, 1976
100	Alaska Airlines, Inc.	June 15, 1976	June 15, 1976

NOTES: \* Seasonal Route  
\* Route authorized by temporary exemption  
\* Route of service and changes in scheduled address of  
carrier are not shown.  
(1) The Alaska Airlines, Inc. routes are shown in solid lines.  
(2) The Alaska Airlines, Inc. routes are shown in dashed lines.  
(3) The Alaska Airlines, Inc. routes are shown in dotted lines.  
(4) The Alaska Airlines, Inc. routes are shown in dash-dot lines.  
(5) The Alaska Airlines, Inc. routes are shown in long-dash lines.  
(6) The Alaska Airlines, Inc. routes are shown in short-dash lines.  
(7) The Alaska Airlines, Inc. routes are shown in wavy lines.  
(8) The Alaska Airlines, Inc. routes are shown in zigzag lines.  
(9) The Alaska Airlines, Inc. routes are shown in spiral lines.  
(10) The Alaska Airlines, Inc. routes are shown in concentric circles.  
(11) The Alaska Airlines, Inc. routes are shown in radial lines.  
(12) The Alaska Airlines, Inc. routes are shown in cross-hatch lines.  
(13) The Alaska Airlines, Inc. routes are shown in diagonal lines.  
(14) The Alaska Airlines, Inc. routes are shown in horizontal lines.  
(15) The Alaska Airlines, Inc. routes are shown in vertical lines.

CITE: AIR SHIPPERS' MANUAL  
REVISION: 1976  
PUBLISHED: 1976

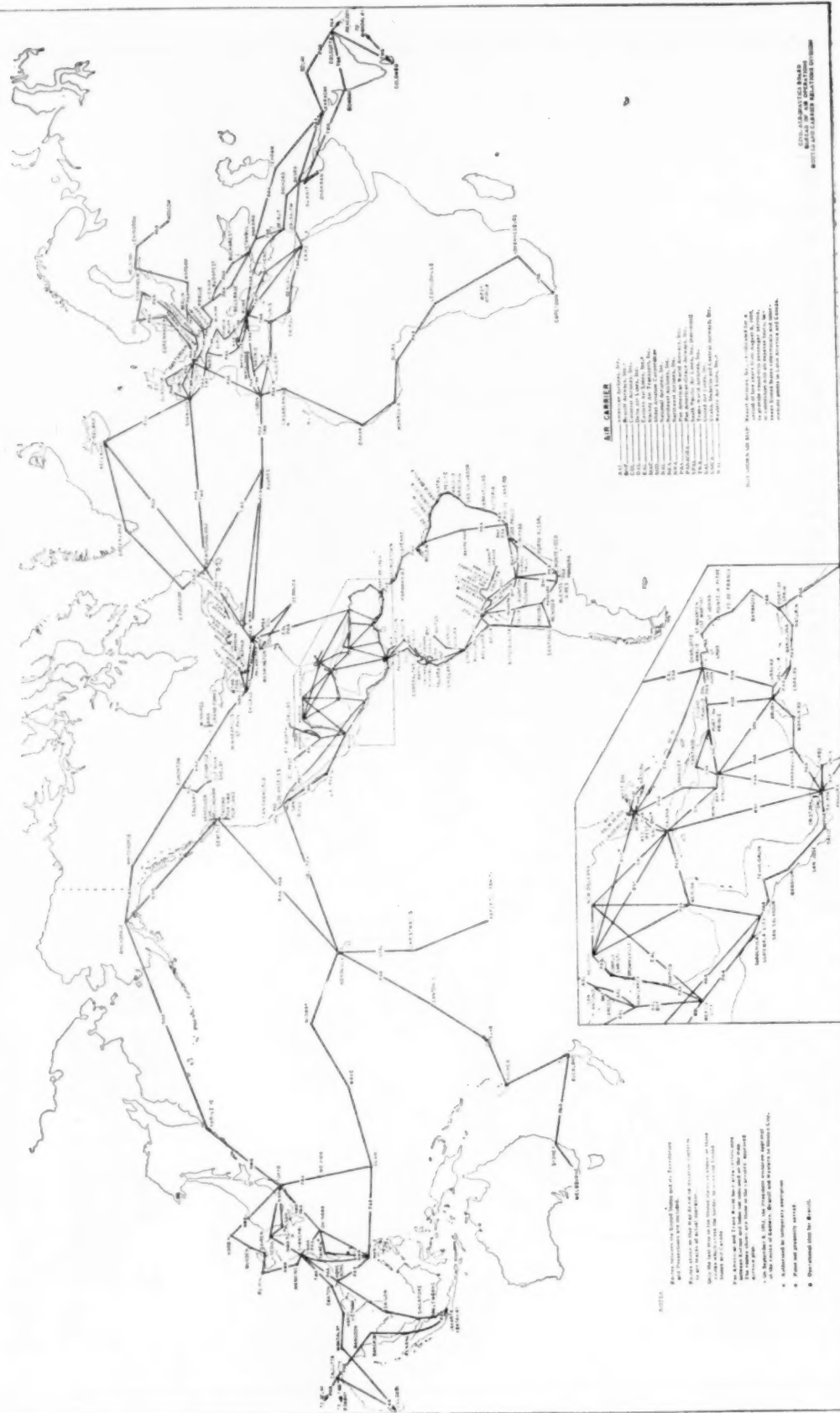
# DOMESTIC AND INTERNATIONAL ROUTES OF UNITED STATES CERTIFICATED CARGO-ONLY CARRIERS



NOTES: \* First authorized by temporary exemption.  
Middle Airlines, Inc. is authorized to perform only overseas air transportation to and from the specific points on the route shown.  
Aerovias Sud Americanas is authorized to perform only foreign air transportation between any point or points in any area shown for the same route. The route pattern shown above does not purport to include all possible interarea combinations.

CIVIL AERONAUTICS BOARD  
BUREAU OF AIR OPERATIONS  
ROUTES AND CARRIER RELATIONS DIVISION

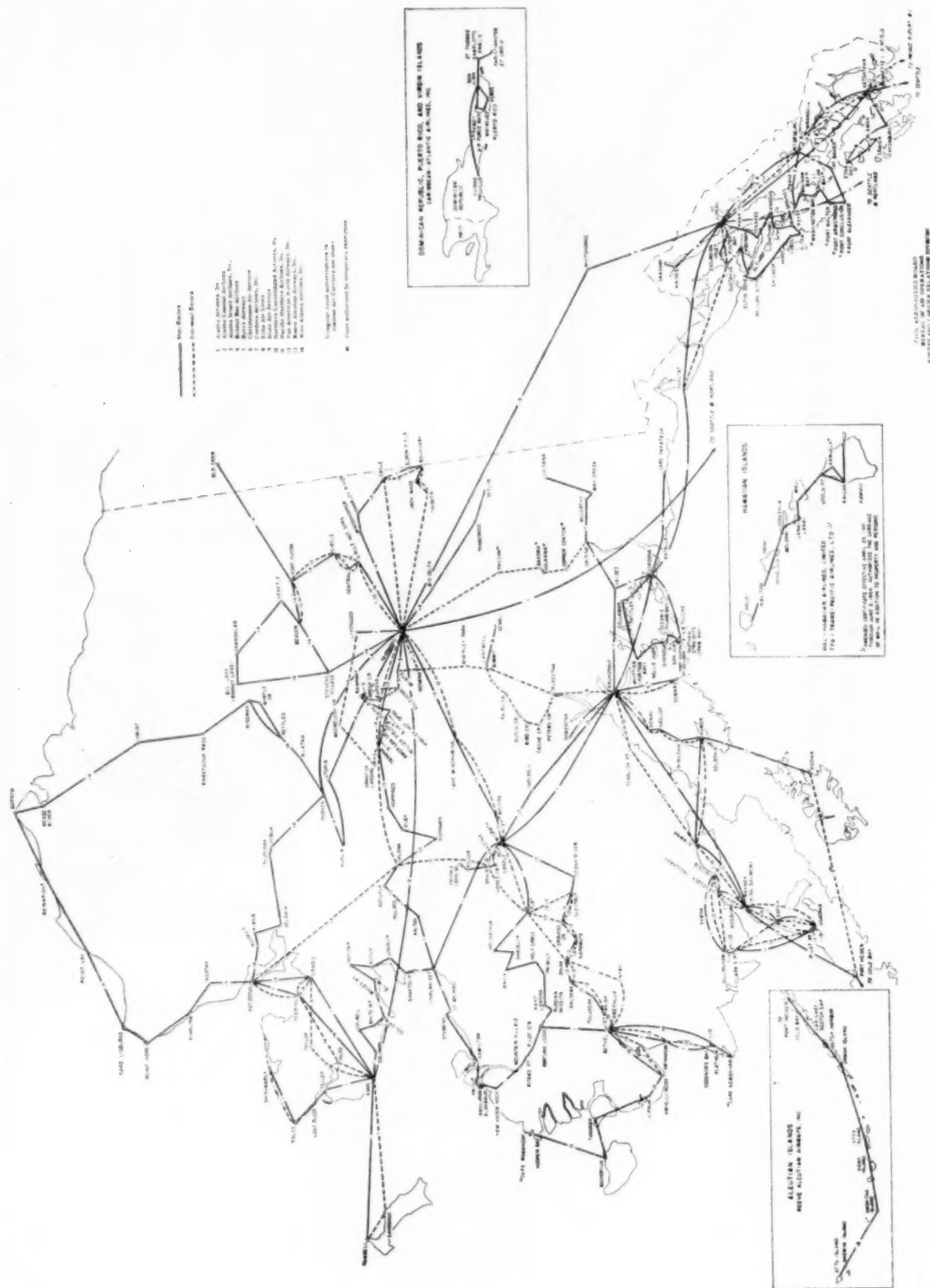
# INTERNATIONAL AIR ROUTES OF UNITED STATES CARRIERS



[illegible]



# TERRITORIAL AIR ROUTES OF UNITED STATES CARRIERS



**TABLE OF AIRLINE DISTANCES BETWEEN PRINCIPAL CITIES OF THE UNITED STATES**  
(Distances in Statute Miles)

FROM	TO	Atlanta	Baltimore	Boston	Brownsville	Buffalo	Chicago	Cincinnati	Cleveland	Denver	Detroit	El Paso	Jacksonville	Kansas City, Mo.	Los Angeles	Memphis	Miami	Minneapolis	New Orleans	New York	Oklahoma City	Philadelphia	Pittsburgh	Portland, Ore.	Richmond	St. Louis	Salt Lake City	San Francisco	Seattle	Washington, D.C.
Atlanta	.....	575	933	960	695	583	368	550	1208	595	1293	286	675	1935	335	610	905	427	747	753	663	520	2172	470	467	1580	2133	2180	542	
Baltimore	.....	575	.....	358	1513	273	603	423	305	1305	398	1750	682	962	2313	792	958	948	1001	170	1173	90	194	2367	135	731	1858	2451	2341	33
Boston	.....	933	.....	.....	1881	398	849	737	550	1766	613	2067	1015	1250	2590	1133	1258	1125	1359	188	1490	268	478	2553	471	1036	2099	2696	2508	392
Brownsville	.....	960	1513	1881	.....	1575	1234	1182	1402	1085	1398	682	1025	935	1370	775	1100	1348	536	1095	659	1614	1424	1952	1403	975	1317	1675	2015	1493
Buffalo	.....	695	273	398	1575	.....	454	392	175	1368	218	1690	880	862	2195	802	1184	733	1087	291	1117	278	178	2167	375	662	1701	2298	2130	290
Chicago	.....	583	603	849	1234	454	.....	249	307	918	236	1249	861	413	1741	481	1190	356	831	711	689	664	411	1765	618	1259	1360	1855	1743	594
Cincinnati	.....	368	423	737	1182	392	249	.....	218	1090	234	1333	628	541	1892	410	957	603	708	568	755	501	258	1987	385	308	1450	2037	1974	403
Cleveland	.....	550	305	550	1402	175	307	218	.....	1223	94	1521	768	700	2044	627	1088	632	922	404	946	343	115	2063	353	490	1567	2163	2035	303
Denver	.....	1208	1505	1766	1085	1368	918	1090	1223	.....	1153	554	1468	555	828	878	1732	699	1079	1628	503	1575	1320	985	1485	793	372	946	1020	1490
Detroit	.....	595	398	613	1308	218	236	234	94	1153	.....	1475	832	643	1976	621	1156	542	938	483	905	444	208	1975	445	452	1490	2087	1945	397
El Paso	.....	1293	1750	2067	682	1690	1249	1333	1521	554	1475	.....	1481	836	702	978	1662	1156	986	1902	578	1834	1592	1286	1695	1033	689	993	1373	1726
Jacksonville	.....	286	682	1015	1025	880	861	628	768	1468	832	1481	.....	952	2153	591	328	1192	511	838	988	758	703	2442	550	755	1840	2375	2450	647
Kansas City, Mo.	.....	675	962	1250	935	862	413	541	700	555	643	836	952	.....	1352	555	1247	413	678	1097	293	1037	784	1397	935	238	922	1500	1505	943
Los Angeles	.....	1935	2313	2590	1370	2195	1741	1892	2044	828	1976	702	2153	1352	.....	1602	2355	1522	1675	2446	1182	2388	2135	825	2383	1585	577	345	956	2295
Memphis	.....	335	792	1133	775	802	481	410	627	878	621	978	591	370	1602	.....	878	700	358	953	422	878	660	1852	715	242	1250	1800	1867	763
Miami	.....	610	958	1258	1100	1184	1190	957	1088	1732	1156	1662	328	1247	2355	878	.....	1516	681	1095	1233	1023	1014	2716	831	1067	2089	2603	2740	927
Minneapolis	.....	905	948	1125	.....	733	356	603	632	699	542	1156	1192	413	1522	700	1516	.....	1050	1019	692	985	745	1435	1185	464	988	1585	1403	936
New Orleans	.....	427	1001	1359	536	1087	831	708	922	1079	938	986	511	678	1675	358	681	1050	.....	1173	575	1090	923	2063	899	599	1433	1923	2098	968
New York	.....	747	170	188	1695	291	711	568	404	1628	485	1902	838	1097	2446	953	1095	1019	1173	.....	1324	83	313	2455	287	873	1972	2598	2419	204
Oklahoma	.....	753	1173	1490	659	1117	689	755	946	503	905	578	988	293	1182	422	1233	692	575	1324	.....	1256	1013	1488	1122	456	862	1386	1523	1150
Philadelphia	.....	663	90	268	1614	278	664	501	343	1575	444	1834	758	1037	2388	878	1023	985	1090	83	1256	.....	254	2419	205	808	1923	2518	2388	122
Pittsburgh	.....	520	194	478	1424	178	411	258	115	1320	208	1592	703	784	2135	660	1014	745	923	313	1013	254	.....	2174	242	561	1670	2294	2145	188
Portland, Ore.	.....	2172	2367	2533	1932	2167	1765	1987	2063	985	1975	1286	2442	1307	825	1832	2716	1435	2063	2455	1488	2419	2174	.....	2392	1723	636	536	143	2360
Richmond	.....	470	135	471	1403	375	618	385	353	1485	445	1695	550	935	2283	715	831	1185	899	287	1122	205	242	2393	.....	699	1850	2436	2362	96
St. Louis	.....	467	731	1066	975	663	259	308	490	793	432	1033	755	238	1585	242	1067	464	599	873	456	808	561	1723	699	.....	1158	1738	1722	710
Salt Lake City	.....	1580	1858	2099	1317	1701	1260	1450	1567	372	1490	639	1840	922	577	1250	2098	988	1433	1972	862	1923	1670	636	1850	1158	.....	592	697	1845
San Francisco	.....	2133	2451	2696	1675	2298	1855	2037	2163	946	2087	993	2375	1500	345	1800	2603	1585	1923	2568	1386	2518	2264	536	2436	1738	592	.....	680	2437
Seattle	.....	2180	2341	2508	2015	2130	1743	1974	2035	1020	1945	1373	2450	1505	956	1867	2740	1403	2098	2419	1523	2388	2145	143	2362	1722	697	650	.....	2335
Washington, D.C.	.....	542	33	392	1493	290	594	403	303	1490	397	1726	647	943	2295	763	927	936	968	204	1150	122	188	2360	96	710	1845	2437	2335	.....

**TABLE OF AIRLINE DISTANCES BETWEEN PRINCIPAL CITIES OF THE WORLD**  
(Distances in Statute Miles)

FROM	TO	Azores	Bahia	Berlin	Bombay	Buenos Aires	Cairo	Cape Town	Chicago	Guam	Honolulu	Juneau	London	Melbourne	Mexico City	New Orleans	New York	Panama	Paris	Rio de Janeiro	San Francisco	Santiago	Seattle	Singapore	Tokyo
Azores	.....	3,906	2,148	5,930	5,385	3,825	5,870	3,305	8,985	7,421	4,715	1,562	12,190	4,584	3,718	2,604	3,918	1,617	4,312	5,114	5,718	4,720	8,338	7,370	
Bahia	.....	3,906	2,040	2,022	8,215	785	4,923	6,490	6,380	8,445	6,180	2,568	8,150	8,155	7,212	2,385	7,807	2,385	7,012	7,521	8,876	6,848	4,448	5,242	
Berlin	.....	2,148	2,040	...	3,947	7,411	1,823	5,949	4,458	7,158	7,384	4,638	575	9,992	6,119	5,182	4,926	5,902	540	6,246	5,744	7,842	5,121	6,226	5,623
Bombay	.....	5,930	2,022	3,947	...	9,380	2,698	6,133	8,144	4,831	8,172	6,992	4,536	6,140	9,818	8,962	7,875	9,832	4,391	8,438	8,623	10,127	7,830	2,425	4,247
Buenos Aires	.....	5,385	8,215	7,411	9,380	...	7,428	4,332	5,598	10,516	7,633	7,944	6,919	7,336	4,609	4,902	5,295	3,319	6,391	1,230	6,487	731	6,964	9,940	11,601
Cairo	.....	3,825	785	1,823	2,698	7,428	...	4,476	6,231	7,175	8,925	5,352	2,218	8,720	7,807	6,862	5,701	7,230	2,020	6,242	7,564	8,100	6,915	5,152	6,905
Cape Town	.....	5,870	4,923	5,949	5,133	4,332	4,476	...	8,551	8,918	11,455	10,382	5,975	6,510	8,620	8,390	7,945	7,090	5,732	3,850	10,340	5,680	10,365	6,025	9,234
Chicago	.....	8,985	7,421	7,158	8,144	4,831	8,172	6,992	...	7,510	4,315	2,310	4,015	9,937	1,690	827	727	2,820	4,219	5,320	1,876	5,325	1,753	9,475	6,410
Guam	.....	7,421	4,715	6,919	7,336	4,609	4,902	6,295	3,319	...	3,896	5,225	7,405	3,497	7,690	7,805	8,115	9,220	7,475	11,710	5,962	9,946	5,785	2,990	1,896
Honolulu	.....	4,715	1,562	8,150	8,155	7,212	2,385	7,807	6,862	5,701	7,230	2,020	6,242	7,564	8,100	6,915	5,152	6,905	7,521	8,876	6,848	4,448	5,242		
Juneau	.....	1,562	2,568	575	4,638	5,902	540	6,246	5,744	7,842	5,121	6,226	5,623	4,247	11,601	6,905	9,234	6,410	1,566	3,940	4,117	6,950	5,172	7,199	6,993
London	.....	12,190	4,584	3,818	1,617	4,312	6,114	5,718	4,720	8,338	7,370														
Melbourne	.....	4,584	3,818	1,617	4,312	6,114	5,718	4,720	8,338	7,370															
Mexico City	.....	3,818	1,617	4,312	6,114	5,718	4,720	8,338	7,370																
New Orleans	.....	2,604	6,066	4,026	7,875	9,832	4,391	8,438	8,623	10,127	7,830	2,425	4,247	11,601	6,905	9,234	6,410	1,566	3,940	4,117	6,950	5,172	7,199	6,993	
New York	.....	2,604	6,066	4,026	7,875	9,832	4,391	8,438	8,623	10,127	7,830	2,425	4,247	11,601	6,905	9,234	6,410	1,566	3,940	4,117	6,950	5,172	7,199	6,993	
Panama	.....	3,918	7,807	5,902	9,832	3,319	7,230	7,090	3,320	9,229	5,347	4,456	5,310	9,211	1,532	1,600	2,211	...	5,440	3,311	3,849	3,000	3,886	11,890	8,560
Paris	.....	1,617	2,385	540	4,391	6,891	2,020	5,762	4,219	7,675	7,625	4,700	210	10,500	5,800	4,846	3,600	5,440	...	5,710	6,850	7,800	6,900	6,730	6,132
Rio de Janeiro	.....	4,312	7,012	6,246	4,438	1,230	6,242	3,850	5,320	11,710	8,400	7,611	5,747	8,340	4,810	4,798	4,810	3,311	5,710	...	6,855	1,352	6,945	9,875	11,600
San Francisco	.....	5,114	7,521	5,744	8,523	6,487	7,554	10,340	1,875	5,932	2,407	1,830	5,440	7,970	1,870	1,960	2,606	3,349	5,680	6,805	...	5,960	692	8,440	5,250
Santiago	.....	5,718	8,876	7,842	10,127	731	8,100	5,080	5,325	9,946	6,935	7,320	7,275	7,130	4,122	4,553	5,124	3,000	7,300	1,852	5,960	...	6,466	10,270	10,340
Seattle	.....	7,370	6,848	5,121	7,830	6,956	6,915	10,305	1,753	5,785	2,707	870	4,550	8,330	2,339	2,137	2,440	3,600	5,080	6,945	692	6,466	...	8,200	4,863
Singapore	.....	8,338	4,448	6,226	2,425	9,940	5,152	6,925	9,475	2,990	6,874	7,875	6,818	3,785	10,405	10,255	9,617	11,800	6,730	9,875	8,440	10,270	8,200	...	3,340
Tokyo	.....	7,370	5,242	5,623	4,247	11,601	6,005	9,234	6,410	1,566	3,940	4,117	6,950	5,172	7,199	6,993	6,848	5,560	6,132	11,600	5,250	10,340	4,863	...	...

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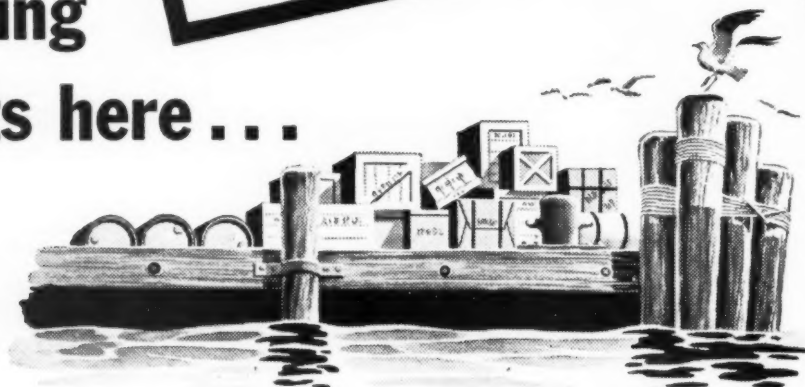
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# MILESTONE for AMERICAN

**A**NNIVERSARIES usually come a dime a dozen, but here's one to sit up and take notice: the completion of the first decade of American Airlines' freight service.

It was on October 15, 1944 that American inaugurated the first scheduled air freight operations in the United States, employing that old workhorse—the DC-3—with a payload of 6,000 pounds, a speed of 180 miles an hour, and a range of 500 miles.

Today the pioneer American is an old hand at hauling everything from anchovies to zithers:

and as one of the acknowledged world leaders in cargo operations, it has done a monumental job in helping to educate American business in the why of air cargo and the wherefore of realizing profits from air distribution.

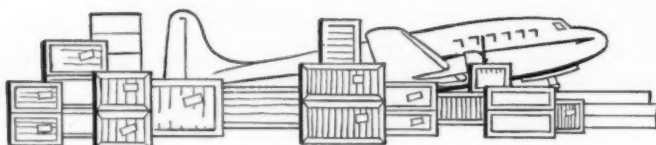
Has it paid off? Last year American flew a total of 54,000,000 ton-miles of freight, bringing to the coast-to-coast carrier approximately \$12,000,000 in revenues.

Business executives and shippers everywhere join AIR TRANSPORTATION in saying:

Happy birthday!



# At Last the Air Cargo Age



By CHARLES L. GALLO

President  
*Air Express International Corporation*

**T**HE TRADITIONAL CONVENTION MONTH of the National Foreign Trade Council is an opportune time for a survey of the brief history of air freight in its relation to current international trade. For air freight, as an industry, long the spindly, neglected stepchild of the airline business, has reached a significant age, and this husky adolescent, mature beyond his years, is playing a stellar role in the world shipping scene.

Cargo traffic through the four New York region airports in August totaled 10,608,600 pounds of domestic scheduled freight, 3,096,400 pounds of express, and 2,603,800 pounds of scheduled overseas freight. At the recent International Air Transport Association Conference in Paris, emphasis was on the proper method to "attract the greatest market" in the development of air cargo. Its Director General, Sir William P. Hildred, stated that "... we shall have to pay a very great deal of attention to the expansion of the cargo market . . . Our remaining hope for expansion . . . lies primarily in the cargo field."

Similarly, speaking of the IATA Honolulu Traffic Conferences, Ray W. Ireland, vice president, United Air Lines, found it "the first meeting where proper recognition was given to the importance and future of air cargo in this rapidly growing industry." Another IATA two-week meeting in Venice had the question of cargo traffic high on the agenda.

This is heartening to old-timers in the air freight field. The growing acceptance of air freight by shippers as evidenced by the actual cargoes and the indications of interest in air cargo on the part of the airlines means that one phase in the air freight industry is drawing to a close. For the initial years were largely concerned with educating shippers to the function of air freight and to impressing on the airlines the conviction that air cargo will assume a large place in the aviation history of the future as vital as passenger traffic.

From the earliest days of flying, some cargo had been carried, of course. But most of the flying enthusiasts had assigned to aviation a very limited place in the handling of the products of commerce. Air transport, for instance, was considered an ideal method of sending orchids from Honolulu to profitable mainland markets; the swift delivery of luxury items would, in the opinion of many, fulfill the destiny of aviation in cargo carrying. For this type of item, air express began some 27 years ago on a commercial basis.

When our company pioneered in the air shipping industry in 1935 by establishing regular air forwarding and expediting, export firms and export department managers were incredulous. An ad we ran then has become a historical document. It announced the beginning of air express service and featured in bold type: *Europe—2 days from New York.*

Transportation was via Zeppelin *Hindenburg*. The boldness of the venture is pointed up by remembering that, a short eight years before, Lindbergh had made his epochal transatlantic flight. Acceptance of the service was somewhat less than enthusiastic and AEI grossed, in its first full year, \$35,000.

Air freight initially appealed to shippers whose products required careful handling as well as to those which might suffer from exposure to the salt air and dampness of an ocean voyage. Such fragile and highly sensitive items as optical equipment, radio and electronic parts and scientific instruments quickly moved into the category of items for which air shipment proved ideal. But the volume needed by cargo carriers and air freight forwarders for economical operations and consequent reductions in rates called for more emphasis on general merchandise and articles in daily use.

The defense emergency that preceded World War II offered the first opportunity to air cargo to prove its usefulness. It was imperative that certain supplies and strategic materials be sent quickly from the United States to other nations and vice versa. Cost was not a consideration at all. Speed and safe handling were all that mattered. The experience of the freight forwarder became of value to governmental agencies and commercial firms working under contract on governmental projects. The education of potential air shippers was broadened and speeded by the forced expansion of operations.

The actual declaration of war in 1941 provided an incentive to air freight. Soon large-scale transport of the approved strategic materials took place. The armed forces and movie people generally needed immediate service on shipment of newsreels of war operations: the sinking of U-boats, the offensive on the Anzio beachhead, the parachute landings at Nadzab in New Guinea. The success of these deliveries

(Concluded on Page 92)

# **BUSINESS FLIGHT**



## **Baggage Glutton . . .**

● Pan Am reports the case of the Bolivian Merchant, Israel Gaska Szymanska by name, who has set some sort of record. Seems he brought along 14 hand trunks with him, weighing 1,644 pounds—exactly 1,600 pounds above the free-baggage allowance. His baggage bill was \$2,897.55. His fare (Cochabamba-Miami): \$419.

## **Businessmen Via Avianca . . .**

● Avianca's recent inaugural flight of *Super Constellation* service to Colombia left Newark Airport with a group of prominent United States industrialists and businessmen aboard. They engaged in a five-day tour of key cities and industrial areas in Colombia. Colombian Government officials, headed by E. Zuleta, Ambassador to the United States, and Carlos Echeverri, Colombian representative in the United Nations, accompanied the Americans. Avianca execs aboard included H. M. Healey, vice president, and Juan Ucros, general representative for the United States.

## **Now It's BOAC . . .**

● British Overseas Airways Corporation has joined the pay-later parade, putting into effect the BOAC Budget Plan applicable only to sales originating in the United States. Passengers will be allowed up to 20 months to complete installment payments on tickets. The plan is valid where travel over BOAC routes, or where a BOAC route sector, is involved. Down payment: 10%.

## **Whirlybirds in Cleveland . . .**

● Cleveland is due to have a helicopter taxi and charter service, especially designed for speed-conscious businessmen. According to Kenyon C. Bolton, president of Cleveland Air Taxi, Inc., "the service was tailored to meet the exacting needs of busy executives who desire swift, safe and direct travel from office to airport, office to suburban factory, or factory to factory." Charles T. Strachan is general manager of the firm.

## **NBAA Parley . . .**

● The Seventh Annual Meeting and Forum of the National Business Aircraft Association in Dallas will include as one of its features the first public showing of the two newest business aircraft production models: the four-place Mooney Model 20 and the Myers four-place plane. Also making its initial appearance in the United States will be the British de Havilland *Heron*, four-engine, eight-passenger executive transport, which recently flew nonstop from Canada to Great Britain.

## **Shell Chief Pilot . . .**

● Shell Oil Company, which long ago learned the value of executive air transport, has appointed Robert E. Porter to the newly created position of chief pilot. He will coordinate the operations of aircraft employed by Shell and its affiliates throughout the United States and Canada.



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## NEW AVENUES OF PROFIT

(Continued from Page 9)

as possible, what better way than by air?

So far I have been very general. The point which I am making is that though it is desirable to do something—and drastic—about air transportation's rates, salesmanship is as important. The salesman must be a salesman, not an order-taker. He must understand the above generalities and apply them to each specific case. General sales arguments do not acquire any meaning for the client until they are applied to his particular transaction. The air cargo sales representative who understands the necessity to show his client a way to make a profit through the use of air, is going to be appreciated by his client, and as well is helping to build and develop air cargo transportation. The exporter and the air cargo representative should study the following items if they want to show a profit:

► Market areas are expanded by the use of air cargo.

► Capital turnover can be accelerated (more transactions can be financed with the same capital through the use of air cargo).

► Overall profit increased by air (though the margin of profit may be smaller, the overall profit can be greater due to speed of delivery and re-orders).

► Purchase, sale, and delivery can be better adjusted to current market conditions through the use of air cargo.

► Inventories can be kept low.

► Insurance is cheaper when air is used.

► Packing costs may be greatly reduced.

► Customs handling is faster.

The above points, when properly considered in conjunction with new rate levels for particular goods should ensure a bright future for air cargo and can point out new avenues of profit to the progressive business man. • • •

### SAS AND CARGO

(Continued from Page 14)

the same practical sense of business cooperation that made this joint enterprise possible in the first place, has led to their development of a cargo-planning system that guarantees 100% utilization of cargo space allotted to cargo. Its cargo-reservation system has since been adopted by a number of other carriers.

Although comparatively new internationally, SAS is one of the oldest air cargo operators in the world. Its

experience traces back to the day in 1918 when its Danish partner, DDL, initiated service between Copenhagen and Warnemunde in 1918 with a Friedrichshafen hydroplane.

Within SAS the problems of the transportation of goods comes under the jurisdiction of the Cargo and Mail Division, itself a part of the over-all Traffic and Sales Department. The Cargo and Mail Division has the usual sales and handling subdivisions. Abroad the sales organization works through regional and district offices. In other countries, air freight problems are handled by so-called general agents. These may range from shipping companies and the larger forwarding agencies to the representatives of the other airlines themselves.

### Space Reservations

To guarantee shippers that their consignments will travel on the specified dates, SAS conceived a special space reservation system which funnels all cargo space requests to a load planning center at headquarters at Bromma Airport, Stockholm.

This center, supervised by Ernst Leth, an enthusiastic cargo man, was established in 1949. Within this vital nerve center of the SAS cargo operation requests for space—ranging from a few pounds to thousands of pounds—are reserved and confirmed to the field agents, and a detailed load-planning schedule worked out for each flight. Cargo space is confirmed within an hour (if available; if not, the next available flight is suggested). Leth explained that the airline not only does not charge for this service, but assumes a legal responsibility for delays in shipment once space is confirmed.

The no-show problem for cargo is as important as it is for passenger reservation. However, this centralized scheduling has minimized this problem to the extent that SAS can fill up "no-

### Still No Giraffes

A number of years ago, Scandinavian Airlines System produced an eye-catching cargo poster which carried the following message: *No Giraffes, Please—But Almost Anything Else.*

Last month, at the animal quarantine station in Clifton, New Jersey, a young giraffe named Carol was scheduled to be transferred to a Miami-bound airfreighter. But whoever was responsible for accepting this unit of live cargo neglected to take into account Carol's nine-foot height. Result: the air carrier surrendered Carol who was turned over to a motor transport firm.

SAS' admonition still stands for all airlines.

show" space within one-half hour prior to departure time.

Bengt Celion, former sales manager for SAS headquartering in Stockholm (he has been succeeded by Kaj Justesen), pointed out to the writer at the time of the latter's visit there that the system is especially useful for the larger firms which regularly ship consignments of goods to various parts of the world, since they can plan deliveries, confident of the exact date of transportation.

In actual practice, he said, the cargo-reservation system enables SAS to pass along to the large shipper the economies resulting from high volume shipments over long hauls since the load factors (cargo and passenger) can be pre-planned to effect almost full utilization of all available space.

## Forwarders' Work

Despite the comprehensive organization of cargo scheduling, Anker Palvig, United States cargo sales manager, pointed out that SAS realizes that the system probably will never be self-sufficient; therefore, SAS depends to a large degree on forwarding agents to support its own sales group in generating cargo business. Company policy dictates that SAS salesmen assist these agents in their work, rather than compete with them.

Still another example of SAS' rational use of its aircraft for air freight operations is in the movement of regular mail, via air, without the payment

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of airmail postage. (A similar experiment is being conducted in the United States by domestic carriers.) Pioneered by the Scandinavians as early as 1928, this system has been extended to include eight European countries and Czechoslovakia (Greece and Spain are cooperating to a lesser extent). Celion, who was formerly air mail supervisor, explained that all mail from Sweden and Norway destined to points south of Denmark is carried by air and all Danish mail from points south of Hamburg is also carried by plane. A similar system has been introduced by Scandinavian postal authorities for all mail to Central and North America, but it is limited to five grams in weight per letter as contrasted to the 20 gram limit for intra-European delivery.

He stated that the Scandinavian postal authorities do not view the service as a money-saver in terms of postage funds spent (regular mail may be flown to as far away as Athens, 2,255 miles from Stockholm, without extra charge) but rather a system desirable in terms of increased efficiency in mail delivery and savings in time. At last estimate some 75% of all intra-European first-class non-surcharged mail moved by air.

Today, the fight for air cargo trade over the oceans—the estimated potential reaches phenomenal heights—is a tense one. The general reduction in rates for transatlantic air cargo, the bestowing of operating rights to the British to commence all-cargo air service between Europe and this country and the possible certification of a United States transatlantic all-cargo airline country, will accelerate the competitive tempo.

It's a hard international race, and the canny Scandinavians are in it to the hilt. . . .

## AIRWORK OF LONDON

(Continued from Page 11)

the center of London's flying in the 1930's.

From this beginning Airwork grew until today, because of its many ramifications, it is the largest organization of its kind run by private enterprise.

They have a Transport Division responsible for the operation of both scheduled and non-scheduled flights. At present, scheduled flights are made to East, West and Central America, a service which is unique in that it is the only scheduled service run by an independent operator on the same route as the Government-sponsored British Overseas Airways Corporation. They run this service in conjunction with the Hunting-Clan Air Transport, Ltd.

## TRIPPE NEW IATA PRESIDENT



Unanimously elected president of the International Air Transport Association for the 1955-56 term, Juan T. Trippe, head of Pan American World Airways (right), receives the congratulations of the current IATA chief, Max Hymans, chairman of Air France. Sir William Hildred, IATA's director general (center), looks on.

Biggest user of the Airwork non-scheduled services is undoubtedly the British Air Ministry. They selected Airwork to operate the air trooping between the United Kingdom and Singapore, and a recently awarded contract provides for the carriage of at least 7,000 troops per year in each direction. On these trooping flights Airwork use Handley Page *Hermes IVa* machines and complete the journey in three days instead of the four weeks normally taken by seaborne troopship.

## Sudan Cooperation

Airwork also operate to and from the Sudan, on behalf of the Sudan Government, carrying the vast majority of the British residents in the Sudan to and from London for their annual leave. This operation alone provides Airwork with 5,000 passengers a year.

The Airwork Overseas Division is responsible for providing and maintaining fleets of aircraft based overseas and utilized to give regional or local services of a special character. For example, Airwork is responsible for the technical management of Sudan Airways with all that this involves in the way of examination of route plans, maintenance of the fleet, engine and airframe overhaul, radio upkeep, etc.

On behalf of the Iraq Petroleum Company, Airwork operate in Iraq, the Lebanon, Syria and the Persian Gulf and although the actual airplanes are owned by the IPC, they were selected

by Airwork who also provide the flying and maintenance staff.

As experts in matters pertaining to flying tuition and the operation of training schools, Airwork maintains and operates various forms of flying, engineering and navigational training on behalf of the British Admiralty and Air Ministry. This is undertaken by the Airwork Flying Training Division and includes the conversion training of all naval pilots on heavy, twin-engined aircraft. Scone Aerodrome, Perthshire, Scotland, is one of the bases sometimes used for such training. This aerodrome with a large number of hangars and workshops is entirely owned by Airwork.

## Service and Repair

Another important branch of the Airwork organization is the Repair and Maintenance Division which, Airwork claim, maintains the largest servicing and repair organization in Britain (excepting Government installations). This division operates at a good many airfields throughout Britain and works on behalf of a number of well-known aircraft manufacturers and airlines. Substantial contracts for experimental and development work on aircraft are also carried out at these aerodromes.

Here again the largest users of the Airwork service are the British Government Ministries. At Gatwick Airport, near Brighton, Airwork handle the repair and modification of jet fighter air-



## Muhlfeld with Airwork

NEW YORK—John E. Muhlfeld, well-known air transportation executive, has been appointed president of Airwork Atlantic, new North American organization which will act as general agent for the British all-cargo transatlantic air carrier, Airwork, Ltd. Muhlfeld, who spent nearly two decades with Pan American World Airways



and Panagra, recently resigned as general sales manager of Pan Am.

Reports state that Airwork expects to inaugurate transatlantic cargo operations next Spring. Two major British shipping

firms—Furness, Withy & Company, Ltd. and the Blue Star Line Ltd.—each owns substantial interest in Airwork, Ltd.

craft for the Royal Air Force and Fleet Air Arm, whilst at Speke Airport, near Liverpool, they undertake the assembly, modification and repair of all Sabre jet aircraft operated by Royal Canadian Air Force Squadrons in the U.K.

This is by no means the end of the Airwork activities. They have their own Radio Department covering every Sales and Service aspect in the aviation radio field; they have their Aircraft Sales Division with a turnover since 1946 in the region of one and a quarter-million pounds, buying and selling airplanes to and from all corners of the earth; they have a Component Sales Department dealing with the supply of aircraft spares and ancillary equipment for all types of civil aviation; and they have their own Insurance Department.

For their venture in transatlantic trade they propose to use Douglas DC-6A Liftmaster machines capable of car-

rying up to 13 tons of freight for more than 2,000 miles without refuelling. Backed by the British shipping companies, Furness, Withy and the Blue Star Line, they believe they can more than hold their own in the transatlantic freight world.

So far no date has been announced for the start of the transatlantic freight service beyond that it will be "early in 1955," but already British exporters are taking a keen interest in this new Airwork venture.

Executives of the airline are confident that Airwork are particularly suited to this new project. They feel that with all the resources of their vast organization, with their wealth of experience in freight handling in Africa and New Zealand, and with the inherent support of two great shipping companies, it is only a question of time before this new venture achieves the size and importance of the other major divisions of Airwork.

## HOW VARIG GOT THAT WAY

(Continued from Page 13)

A good indication of the high regard with which air transportation is held by Brazilians lies in the fact that, while the Civil Aeronautics Administration and the Civil Aeronautics Board exist on a sub-cabinet level in the United States, a separate ministry has been established in the executive branch of the Brazilian government to handle aeronautics.

Aviation has become so integral a part of the nation's economy that Brazilians today take trips of thousands of miles over unsettled areas with about the same nonchalance as inhabitants of

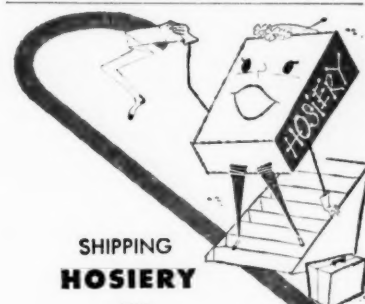
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New York take subways to Brooklyn. Any disruption or threat of disruption of the highly developed Brazilian airline system would automatically constitute a grave threat to the nation's economy.

Air travel between Rio de Janeiro and Sao Paulo, the capital and principal industrial center of Brazil, respectively, reaches some 40 to 50 flights daily, not far behind New York-Washington run in the United States.

One look at the official government figures on air transportation for 1953 should be enough to establish the large scale of Brazilian airline operations. Last year Brazilian air carriers carried over 2,500,000 passengers, 71,350,000



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pounds of baggage, 4,670,000 pounds of mail, and 132,200,000 pounds of cargo. Reports for the first six months of this year indicate that totals for 1954 will be at least 10% higher in all categories.

As indicated by the above figures, air cargo is more than just an ancillary to passenger operations in Brazil. While the slow development of railroads and highways was the major impetus to the use of aircraft for transporting passengers in Brazil, another factor influencing the development of air cargo.

Although there are some 40,000 miles of rivers in Brazil, only 23,000 miles are navigable during at least part of the year, and year-around navigation is the exception rather than the rule on most of Brazil's inland waterways. In addition, most of Brazil's navigable river stretches are located in the wrong areas. That is to say, they are located in the least populated areas which, while rich in natural resources, are far from the cities and industrial centers of the country.

River transportation of cargo, therefore, is limited to the movement of bulk cargoes from raw material producing areas. Large-scale cargo transportation between the great centers of civilization has fallen largely to the nation's airlines because of the underdevelopment of surface transportation.

Thus it is more than just a coincidence that Brazil's oldest airline, VARIG, is also its largest carrier of air cargo.

VARIG carried only 463 pounds of cargo during 1927, its first year of operation. Last year the airline carried over 33,500,000 pounds of freight. The story of this great increase in VARIG's air freight operations is the story of air freight in Brazil.

### Early Seaplanes

Since there were few airfields in Brazil in 1927, VARIG began operations with a Dornier-Wal flying boat which was operated between the sheltered harbors and drowsy lagoons along the coastline of the State of Rio Grande do Sul. Four years later another seaplane, a Dornier-Merkur, had joined the infant airline.

As airfields were constructed in the interior, VARIG began acquiring land-based planes such as Junker F-13s, Messerschmidts, and finally a three-engined JU-52. With this equipment, the airline began expanding its operations inland and southward to the border of Uruguay.

In 1942, after almost 15 years of regional operations, it became possible to start a line of international char-

acter between Uruguay and Brazil. In that year VARIG's fleet was partially re-equipped with American-made aircraft with the acquisition of a number of Lockheed Electras.

By the end of 1946, the carrier's annual air freight traffic had reached over 1,500,000 pounds. This growth of air cargo traffic during VARIG's formative years occurred in spite of the fact that the company never had more than four aircraft in operation at one time, and that these were combination passenger-cargo aircraft.

Following the end of World War II, VARIG began acquiring Curtiss C-46 *Commandos* for use as airfreighters. In addition, VARIG began expanding its services northward beyond the three southern states of Rio Grande do Sul, Parana, and Santa Catarina. The airline had already extended its operations southward to Uruguay and Argentina during the war.

With the addition of new equipment and expansion of its routes VARIG's air cargo carriage grew by leaps and bounds. In 1947 VARIG carried almost 7,000,000 pounds of cargo, in 1948 over 10,000,000 pounds, and in 1953 over 33,500,000 pounds.

### Air Cargo Variety

Among the types of cargo flown by VARIG are shoes from Novo Hamburgo, meats and by-products from Cruz Alta, table furnishings from Blumenau and Joinville, dried fish from Joacaba, textiles from Sao Paulo and a variety of other things from tractors, automobiles, agricultural machinery, pianos, refrigerators and radios to tiny injection needles, chemicals, plants, seeds, and domestic animals.

A huge cargo terminal has been constructed by VARIG at Porto Alegre, its headquarters, where loading and unloading operations are performed mechanically. In addition, VARIG operates a fleet of almost 100 trucks and delivery cars for the pick-up and delivery of freight, mail, and baggage.

VARIG currently operates over 14,000 unduplicated route miles of air transportation in Brazil, Argentina, and Uruguay. The airline provides regular air cargo service to 56 Brazilian cities in addition to those on its international routes, utilizing a fleet of 39 aircraft, six of which are devoted to all-cargo operations.

The airline currently has on order in this country five Convair 240s for its domestic service, the first of which has just been delivered. Introduction of these aircraft will mark the first time that this model Convair is operated in Brazil.

All of VARIG's all-cargo planes are equipped with Turbomecca "Palas" jet reactors installed at the wingtips to give them increased power for takeoffs from short runways. VARIG is the only airline in South America to utilize these jet boosters for improving its aircraft's takeoff performance.

The carriers' operations in Brazil involve a range of activities of a technical and service nature not normally performed by domestic airlines in the United States. Its widespread operations literally include every aspect of the nation's aviation industry.

### Widespread Facilities

The airline, for instance, maintains its own radio communications system within Brazil, which includes 57 radio stations, 42 radio beacons and 88 emergency electric power plants. To facilitate night flying operations, VARIG has, at its own expense, installed electric runway lighting systems at 17 airports throughout Brazil.

VARIG has also established its own schools for the training of its flight and ground crew personnel. The schools are equipped with 12 aircraft of various types, which are devoted exclusively to flight and maintenance instruction. Admission to the schools is on a competitive basis and only applicants of the highest intelligence and ability make the grade.

Thorough training of ground crews is of prime importance to VARIG since the airline does all of its own maintenance and repair work at a huge base located in Porto Alegre, its headquarters. The base is one of the largest aircraft maintenance facilities south of the border.

In early summer of 1955 VARIG will extend its operations northward by inaugurating the first Brazilian-flag passenger and cargo service ever to operate into New York. Three Lockheed *Super Constellation* aircraft have been ordered for the new service between New York, Montevideo, Rio de Janeiro, and Buenos Aires. Delivery of the first *Super Connie* is scheduled for May. The new service will add a total of 5,000 route miles to VARIG's schedules.

Inauguration by VARIG of Brazilian-flag passenger and cargo service to New York has been spurred by the great increase over the last few years in commercial and cultural relations between this country and its neighbors in South America. New York was chosen as the northern terminus of VARIG's operations in the United States because it generates the vast bulk of traffic moving from this country to South America.

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# **Custom House Guide**

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## THE AIR CARGO AGE

(Continued from Page 84)

had prompted their continued use of air transport in peacetime.

By war's end, air freight had come to maturity and was an established procedure in the minds of many who were to influence the postwar world. Some, not previously considering the possibilities of air freight, were impressed with the Berlin Airlift. The complete feasibility of moving vast tonnages of everyday commodities was proved in that operation.

The opportunities that World War II opened up were vastly expanded during the postwar years. Seeds were rushed by air to the devastated farms of France; machines and tools were sent to Holland to assist in the rehabilitation of the sea-flooded lowlands; military equipment was moved quickly to trouble spots that stained the postwar picture; construction materials were sent around the world to re-house the war's homeless.

The operations of air freight carriers and forwarders were hampered by the disappearance from the international scene of many of their pre-war links abroad as well as the demolition of airfields, and the economic plight of many countries. But

the impetus originated by the war was sustained. The air freight industry improvised here and created there until, in less time than anyone would have believed possible, a vast, efficient set-up on a global scale was a reality. The complete modernization of the airlines and their changed attitude to air cargo hastened the process. The use of planes for transoceanic travel acted as somewhat of a brake because the unprecedented increase in passenger traffic left less space for cargo. Expansions and improvements, however, soon overcame this minor obstacle.

Today, air freight for the movement of virtually any commodity is a commonplace of international commerce. The air age for cargo is at last full upon us, and our company (as well as the direct carriers) is mapping the future with confidence that air transport will become in a short time the major instrument of foreign trade for hundreds of commodities. • • •

## LACSA Steps Up Schedule

MIAMI—LACSA Airlines, operating between Miami and Costa Rica and Panama, has increased its schedule from three to four flights a week. Tuesday, Thursday, and Saturday flights from Miami are via Havana; the Friday flight is via Grand Cayman, British West Indies.

## Congratulations

### United States Airlines

**Braniff:** W. H. Lightner named district sales manager at Minneapolis.

**Central:** R. Glann Archey, formerly with a Dallas transportation company, appointed interline sales manager for Central.

**Eastern:** William L. Morrisette, Jr., elevated to the post of vice president-traffic and sales . . . Frank Sharpe promoted to general traffic manager . . . Warren R. Winn, Jr., upped to assistant general traffic manager.

**Panagra:** Andrew E. Shea, president, awarded Chile's Order of Merit grade of Great Commander, that country's highest distinction awarded to a civilian.

**TWA:** Warren Lee Pierson, chairman of the board, decorated as Grand Officer of the Order of the Republic, by Prime Minister Mario Scelba of Italy.

### Foreign Airlines

**El Al:** Theodore Arisohn, member of the family which founded Palestine's post-World War I maritime trade, appointed cargo manager for the Americas.

**LAV:** Robert J. Connor appointed sales manager for North America . . . Carlos Moreno, new addition to the sales representation staff in the New York area.

**Sabena:** John A. McVickar, Jr., named agency sales manager for the New York sales district.

## World Trade Parley In Virginia Honors Capital

OLD POINT COMFORT, VIRGINIA—A scroll citing the company for its recent purchase of 40 *Viscount* turboprop transports which "further the aims and objectives to which the conference is dedicated," was awarded Capital Airlines by the Sixth Annual Virginia World Trade Conference. J. H. Carmichael, president of the airline, accepted the scroll for his company.

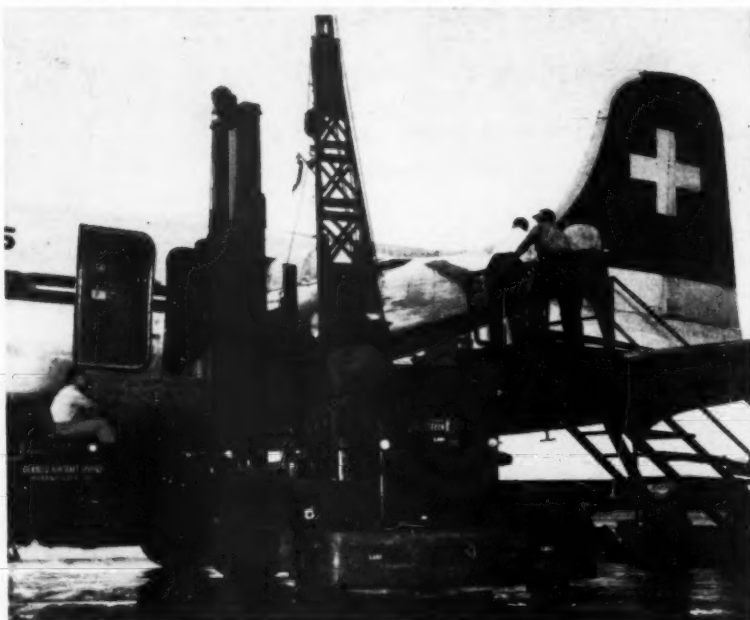
The citation stated that "one of the cardinal purposes of the Virginia World Trade Conference is to promote international trade and Capital Airlines has made a substantial contribution to international trade by having placed large orders for the import of British Vickers *Viscount* airliners."

## Post Office Wants Freight Lines in Mail Experiment

WASHINGTON, D. C.—The all-cargo lines should be included in the current experimental movement of first class mail by air, the United States Postal Department said. It told the Civil Aeronautics Board that unless the cargo airlines are allowed to participate in the test the results will not be complete.

The Post Office advised the Board to permit Slick Airways, which applied in September for mail-carrying authorization, to haul three-cent letter mail in the areas on its route where the experiment is in progress. The rate paid to Slick should be the same as that paid to the other scheduled carriers, the Post Office said.

## SWISSAIR ACCOMMODATES BEECHCRAFT



A 2,465-pound Beechcraft Mentor is shown being loaded into a Swissair freighter at New York International Airport. The plane, which was piloted to New York from Wichita, Kansas, was disassembled by Lockheed Aircraft Service, then turned over to Swissair for transport to Geneva. It was consigned to Transair, S. A. Handling the shipment in New York was Lep Transport, Inc.; and in Europe, Crowe and Company.

## UAL Cuts Reading Matter And Greeting Card Rates

CHICAGO—United Air Lines has placed in effect rate reductions on the following commodities:

Newspapers, Magazines, Periodicals (San Francisco to Portland, Oregon): New rate is \$6.50 per 100 pounds, in contrast to the former rate of \$7.00.

Greeting Cards (San Francisco to Chicago, New York, and Newark): New rates are \$11.30 per 100 pounds to Chicago; \$15.40 to New York and Newark. Reductions amount to 20% which also apply to shipments of 1,000, 2,000, 3,000, 5,000, and 10,000 pounds. These rates expire December 31 1954.

## Glass Shipments Get Benefit of AA Rate Cuts

LOS ANGELES—California-manufactured optical glass blanks and slab glass have received deep rate cuts amounting, respectively, to 25% and 40%. Optical glass blanks now can be airshipped via American Airlines from Los Angeles to Chicago at \$13.30 per 100 pounds; to New York, \$18.40; to Philadelphia, \$16.50; Rochester, \$17. Slab glass from Los Angeles to Chicago now costs \$10.70 per 100 pounds; to New York, \$14.75.

According to Frank H. Burg, American's district sales manager here, the rate reductions were instituted to "aid the young California glass industry to continue to develop and to compete more effectively with Eastern manufacturers." Air freight, he said, is the only method whereby the industry can get its products to the East "on a favorably competitive delivery basis."

## Varig Files with CAB

WASHINGTON, D. C.—Designated by the Brazilian Government to operate a service between Rio de Janeiro and New York and Washington, via Caribbean points, Varig Airlines (Empresa de Viacao Aerea Rio Grandense) has applied to the Civil Aeronautics Board for a foreign air carrier permit. This is in line with the United States-Brazil bilateral air transport agreement of 1946.

Varig currently is operating a scheduled service between Brazil, Argentina, and Uruguay. The airline has been in operation for more than a quarter-century. It has three *Super Constellations* on order, these to be placed in service on the proposed interamerican route.

## Military Airlift Contract for S&W

NEW YORK—A contract for the airlift of military freight and personnel, taking effect October 1 and continuing for six months, has been awarded to Seaboard & Western Airlines, according to an announcement by Arthur V. Worden, executive vice president. The deal involves more than \$3,000,000.

## W. R. Boyd Overseas

MIAMI—W. R. Boyd, executive vice president of Riddle Airlines, accompanied by his wife, recently made a flying business-vacation trip abroad which brought him to London, Paris, Stockholm, Frankfurt, Rome, Cairo, Johannesburg, Dakar, and Rio de Janeiro. It is understood that while overseas he studied various developments in airfreighter design.

## New BOAC Cargo Service To Frankfurt and Cairo

NEW YORK—British Overseas Airways Corporation has announced a new direct cargo service every Saturday from New York to Cairo, via London and Frankfurt. Shipments forwarded from New York at 5 p.m. Saturday arrive in Frankfurt Sunday at 2:30 p.m. and in Cairo at 11:59 p.m. Delivery is the following morning.

## UAL and BOAC In Freight Agreement

CHICAGO—British Overseas Airways Corporation, which operates a weekly *Stratocruiser* flight between Chicago and London, has entered into a freight handling agreement with United Air Lines which involves the acceptance and expediting of shipments at Chicago for forwarding to destination points through mutual acceptance of waybills.

## Harley Visits U. S.

NEW YORK—Frank B. Harley, inventor of the quick-release devices bearing his name and a director of the American firm, Harley Patents, Inc., recently came in from England for a three-week visit to the United States and Canada. He conferred with the engineering staffs of American and Canadian aircraft manufacturers, introducing several new Harley developments, including several incorporated in the new Handley-Page HPR III.

## Transocean Training Lufthansa Crewmen

OAKLAND—Air crews for Deutsche Lufthansa, which is preparing to inaugurate airline service to various European cities and eventually to New York, are being trained by Transocean Air Lines. It is understood that the contract was landed personally by Orvis M. Nelson, president of TAL.

## UAL Cuts Some Rates On Hatching Eggs

CHICAGO—United Air Lines has announced rate cuts of from 27% to 37% on 100-pound shipments of hatching eggs from Visalia, California, and Pendleton, Oregon, to the following points: Milwaukee, Detroit, Chicago, Cleveland, Allentown, Omaha, Philadelphia, Boston, Newark, and New York.

## BIA to Set Up Chicago Office

CHICAGO—Brazilian International Airlines will establish an office in this city preparatory to the extension of BIA's Buenos Aires-Miami route to include Chicago. John Farrow, United States sales manager of BIA, is setting up the Windy City office.

## BOOKS

IF it's helicopters you want to know about, we recommend D. N. Ahnstrom's *The Complete Book of Helicopters* (World Publishing Co.; 160 pages; \$4.95). Joined by more than 170 photographs, the author's fluid text takes you through the beginning-to-present history of the fascinating machine which is bound to work major changes in our life and living. Read it . . . For a fast-moving, gay account of a journey from northern Colombia to southern Chile, turn to Karl Eskelund's *Vagabond Fever* (Rand McNally & Co.; 248 pages; \$3.75). Interesting, informative, and amusing at the same time . . . Another journey—this one in Mexico, and of a different temper—is found in Marc Chadourne's *Anahune* (British Book Centre; 196 pages; \$4.00). Here is a sympathetic interpretation of modern Mexico.

Rear Admiral Andre Jubelin is the youngest admiral in the French Navy, with a distinguished record in the RAF as well. In his *The Flying Sailor* he relates in vivid terms enough personal experiences to make a dozen thrillers . . . A transport plane off its course, a crash in the African desert, and the tangled lives of the passengers provide motivation in Mary Borden's intriguing, never-faltering novel, *Margin of Error* (Longmans, Green & Company, Inc.; 248 pages; \$3.50) . . . Ten short novels are between the covers of *The Giant Science Fiction Anthology*, edited by Leo Margulies and Oscar J. Friend (Merlin Press, Inc.; 580 pages; \$3.95). A natural for science fiction addicts,

especially those with a yen to read on a long flight.

For the intriguing story of an Arctic people not far removed from the Stone Age, we heartily recommend Helge Ingstad's *Nunamut* (W. W. Norton & Co., Inc.; 303 pages; \$3.95). The Nunamut are inland Eskimos—there are only 65 of them—and their bid for existence makes one of the better tales around these days. . . . In an entirely different clime is Andre Dupeyrat's *Savage Papua* (E. P. Dutton & Co., Inc.; 256 pages; \$3.75). This is Father Dupeyrat's personal story of two decades as a missionary among the Papuans, another race of people who, in many ways still live as did their Stone Age ancestors. A truly engrossing book . . . and then there's *The Amazon Trail*, by Percy E. Reuss (British Book Centre; 219 pages; \$3.00). Here is the story of a courageous journey through the Amazon jungle and the discovery of the lost city of Huanac deep in the tropical forest. This is the author's personal experience which always makes for better reading.

The latest in the series of volumes of flying saucers is Harold T. Wilkins' *Flying Saucers on the Attack* (Citadel Press; 329 pages; \$3.50). We suppose that as long as the mystery of the so-called flying saucer remains officially unsolved, books such as this will come out periodically. The author quotes numerous sources and refers to the secret documents which contain information on sighted space ships believed to be in the hands of various governments. Do they come from other planets? . . . Action in Korea, the personal bitterness of a general, a junketing senator, a court martial, and several other ingredients serve to give good movement to *Show Me a Hero*, by Melvin Voorhees (Simon & Schuster; 511 pages; \$3.50). A topical novel, it is made more plausible by the fact that Voorhees, a Seattle editor, served with distinction in Korea.





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(Continued from Page 6)

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